





## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.  
PINCE-NEZ AND EYE PRESERVES.  
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.  
**EASTMAN'S KODAKS AND FILMS.**  
44, QUEEN'S ROAD.



## LEMCO

The Genuine Liebig Company's Extract,  
is the most concentrated meat essence made.  
Its discovery has caused a revolution in sick  
room diet. Genuine only if bearing the blue  
signature J. v. Liebig, and the initials of the  
manufacturers—'LEMCO'.

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN GRAY.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
34, QUEEN'S ROAD CENTRAL.

## JAPAN



## COALS.

**THE MITSUI BUSSAN KAISHA**  
(Or MITSUI & CO.)

HEAD OFFICE: 43, SAKAMOTO-CHO, TOKYO.  
LONDON OFFICE: 34, LINE STREET, E.C.  
HONGKONG OFFICE: 6, ICE HOUSE STREET.

## BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Hankow, Chien, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo,  
Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu,  
Kure, Nagasaki, Kuchino, Sasebo, Misaki, Hakodate, Taipei, etc.

Telegraphic Address for all the Office: 'MITSUI.'

A.B.C. and A. 1 Codes used.

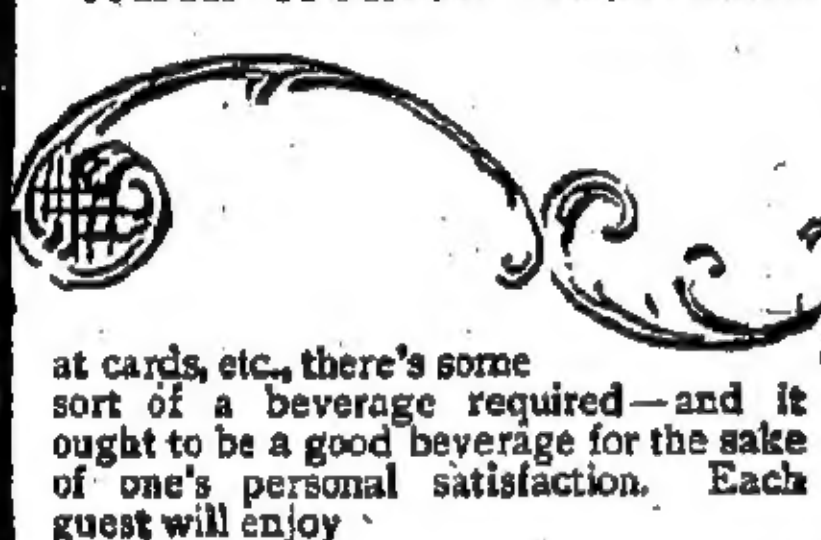
CONTRACTORS OF COAL to the Imperial Japanese Navy, Armaments and Railway  
Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS OF THE FAMOUS MIKE, Tugawa, Yunnan, and Ida Coal Mines.  
SOLE AGENTS FOR FUKUKI, Hokoku, Ichimura, Kanada, Kishima, Manasura, Onoura,  
Onsai, Tokujiyama, Tsubakura, Yoshinaka, Yoshio, Yuzukibara, and other Coal  
Mines.

**N. INUZUKA, Manager.**

Hongkong, August 1, 1901.

## When Women Entertain



## Rainier Beer

—it's something that is distinctly good,  
and there isn't a drop of harm in a bottle  
of it. Its flavor makes staunch friends.

SOLE AGENTS:

A. S. WATSON & Co., Ltd.,  
The Hongkong Dispensary.

## DINNEFORD'S

The Universal Remedy for Acidity of the Stomach,  
Headache, Heartburn, Indigestion, Sour Eructations,  
Bilious Affections.

## DINNEFORD'S MAGNESIA

Sold Throughout the World.  
N.B.—ASK FOR DINNEFORD'S MAGNESIA.

## "HARLENE" FOR THE

THE VERY FINEST DRESSING.  
SPECIALLY PREPARED AND DELICIOUSLY PERFUMED.  
RESTORES THE HAIR.  
PROMOTES THE GROWTH.  
ARRESTS THE FALL.  
STRENGTHENS THE ROOTS.  
REMOVES DANDRUFF.  
ALLAYS ALL IRRITATION.

Full description and directions for use in 20  
languages supplied with every bottle.  
1s. 2s. 6d., and 3s. 6d. (size 6d. size) 6d. per  
bottle, from Druggists, etc., all over the world.  
\*EDWARDS HARLENE CO., 85 & 86, HIGH HOLBORN, LONDON, ENG.\*

## MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

## Intimations.

## MUSIC LESSONS.

**MR. L. A. GRACA** receives Pupils for  
the VIOLIN, MANDOLINE and  
GUITARRA.  
For Terms, Etc.,  
Apply to 'ELGIN VILLA',  
No. 19, CAINE ROAD,  
Hongkong, November 7, 1901. 2283

## NEW MUSICAL PUBLICATIONS.

## MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accept).  
No. 1. ALBUM (3 Songs, English and  
Italian).  
No. 2. ALBUM (3 Songs).  
The 'LILY' Waltz and 'ELIZA' Waltz.  
NEW FEATURE.  
Pocket Edition of Pianoforte Music:  
including MARCH dedicated to Hongkong  
Volunteers and POLKA to Peak Residents.  
To be had of all MUSIC DEALERS. 864-2

## TO HOUSE PROPRIETORS.

OWNERS having HOUSES TO LET or  
PARTIES in want of Houses or Offices,  
should Apply to  
**S. A. SETH,**  
Land & Estate Broker.  
Hongkong, October 18, 1901. 2137

## MINERAL ASSAYS &amp; ANALYSES.

**THE YANKEE VALLEY COMPANY, LTD.,**  
having its own well-equipped Laboratory,  
is prepared, in order to assist in the  
Mineral Development of China, to do Assay  
work of all descriptions, Quantitative  
Analyses, and to classify minerals for Mine  
owners and others.  
Minerals as well as Minerals of Economic  
value purchased and consignment arranged  
by appointment.  
Terms moderate.  
Address:—THE LABORATORY,  
45, Scotchman Road.  
Cable Address: 'YANKEE', Shanghai.  
5th October, 1901. 1726

## THE WONDER OF THE 20th CENTURY.

**PROF. HANN'S ANTI-EXPLOSIVE**  
CUMPOUND KEROSENE OIL  
RECTIFIER.—  
It is Highly Recommended to any one  
using Kerosene, as it is an invaluable  
preparation for minimizing the risk of ex-  
plosions, reducing the heating power so  
that the burning of chimneys is avoided,  
and it gives a clear bright light, and stops  
all danger of Kerosene Oil explosion.  
Try it and be convinced. Full particulars  
apply to

**M. BARRING,**  
THE AMERICAN OIL PURIFYING CO.,  
14 Deaconsfield Arcade.

Local Agents:  
1. Messrs RITCHIE & Co.,  
2. YAU CHEUNG, 236 Queen's Road  
West.  
3. WING KEE & Co., Ship Chandler's,  
Hongkong, November 3, 1901. 2271

## Hotels.

## Pelham House,

FAMILY HOTEL,  
WYNDHAM STREET.  
**M. MOORE,**  
Proprietress.

## NEW VICTORIA HOTEL.

## ROTISSERIE.

Meats a la Carte.

CHOPS, STEAKS, etc., etc., at any  
time, between 7.30 a.m. and 11  
p.m.

Monthly Tiffin at Moderate Rates.  
**Madar & Partner,**  
Proprietors.  
Hongkong, May 1, 1899. 1787

## HOTEL ORAIGIEBURN.

PLUNKET'S GAP, THE PEAK,  
near the TRAM TERMINUS. TELEPHONE 55.

For Terms,  
Apply to the MANAGER, 741

## THE

## 'BAY VIEW' HOTEL.

UNDER ENTIRELY NEW MANAGEMENT.

THIS HOTEL is pleasantly situated on  
the SHAU-KI-WAN ROAD. Very  
convenient for Private Dinner Parties, which  
the Management make a specialty.

Excellent Cuisine.

WINE, SPIRITS and MALT LIQUORS of the  
very best Brands only kept in Stock.  
The Hotel adjoins a spacious Marquee,  
suitable for Concerts, Dances, &c.,  
Terms on Application.

**J. LACOCK,**  
Manager.

Hongkong, September 26, 1901. 1996

## KOWLOON HOTEL.

THIS HOTEL is situated in a quiet  
locality, away from the din and  
disturbance of the City, and surrounded by  
a delightful Garden it is an ideal place of  
Residence. The building stands on an  
eminence, giving a magnificent view of the  
Harbour and the City of Victoria. It is  
within easy access of the Kowloon Wharves,  
where the principal Mail Steamers disem-  
bark Passengers, and from which there is a  
regular ferry service to Hongkong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
**J. W. OSBORNE,** J. H. DOWNS,  
Proprietors.  
Hongkong, September 6, 1900. 1550

## THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

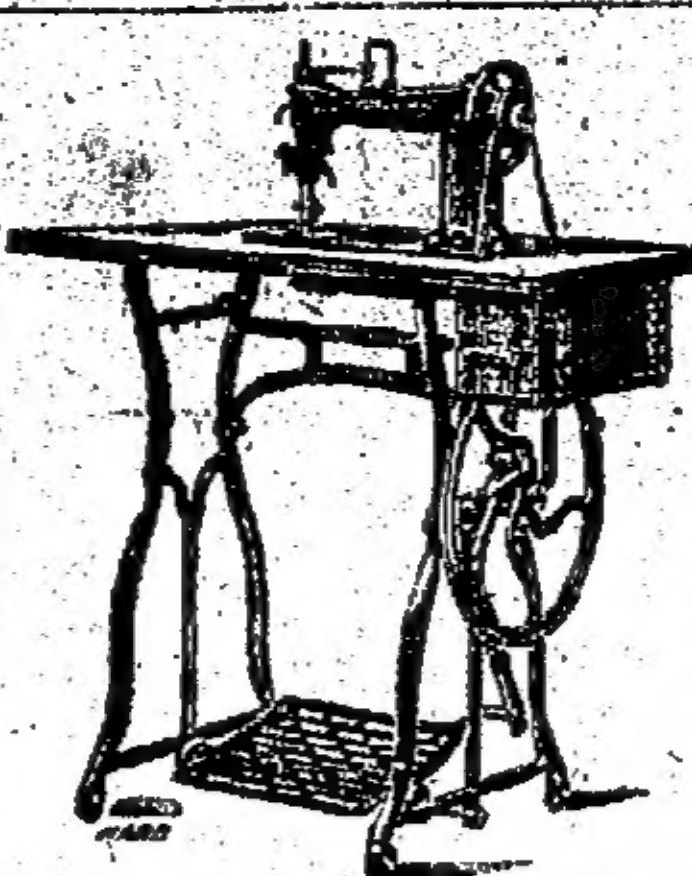
A First-Class Private  
Family Hotel.

HANDSOMELY FURNISHED and  
Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMIL-  
IES by the DAY or MONTH.

Hongkong, December 18, 1900. 2330

## Intimations.



## WHEELER &amp; WILSON'S

## SINGER'S MACHINES.

APPLY TO  
**DOOLITTLE & POLLOCK**  
2, WELLINGTON STREET.

SEND FOR CATALOGUES & LISTS.

2482

## JUST UNPACKED

FRESH CONSIGNMENT OF  
BLEND FLOUR  
in 1lb and 2lb wooden boxes;  
also  
BUTTER CUP BRAND  
PURE AUSTRALIAN MOUNTAIN  
CREAMERY BUTTER  
in 1lb tin.

**H. RUTTONJEE,**  
No. 6, D'Almeida Street, H.K.,  
Nos. 39 and 40, Elgin Road, Kowloon.  
Hongkong, November 26, 1901. 2416

## NAKAZAWA,

DEALERS IN  
CLOISONNE, SATSUMA, LACQUERED  
AND  
BRONZE WARES,  
TEA SERVICES, PORCELAIN GOODS,  
PICTURE FRAMES  
AND ALL KINDS OF  
JAPANESE FINE ART CURIOS,  
AT MODERATE PRICES.  
11, BEACONFIELD ARCADE,  
Opposite CITY HALL.  
Hongkong, August 6, 1901. 1627

TELEPHONE No. 323.

## TSANG FOO &amp; CO.

興榮三  
SAM WING HING,  
COAL MERCHANTS,  
No. 48, Des Voeux Road, Central.  
Hongkong, September 21, 1901. 1858

## C. E. WARREN,

BUILDING CONTRACTOR,  
No. 3a, WYNDHAM STREET.

Sanitary Appliances Supplied and  
Fixed.  
DRAINING, TRAPS, WASTE PIPES, Etc.,  
Cleaned and Repaired.  
Sanitary Board Notices receive prompt  
attention.  
AGENTS FOR MOSAIC TILES.  
Prices on Application.  
Hongkong, August 2, 1901. 1609

## THE MUTUAL STORES,

8 and 10, D'Almeida Street.

HAVE JUST OPENED  
AN EXCELLENT ASSORTMENT OF  
CHRISTMAS AND NEW YEAR  
CARDS.  
Very low prices 10% discount for cash.  
INSPECTION INVITED.  
Hongkong, October 20, 1901. 2153

## COME AND LOOK.

CHEAP SALE FOR 15 DAYS. Just  
received.—  
NEW GOODS  
VASES,  
PANELS,  
SILK ALBUMS,  
SILK FIRE SCREENS,  
JAPANESE RUGS,  
JAPANESE-KOBE TOYS,  
TEA SETS (42 pieces) and a large  
Variety of other Toys, Etc.  
**FUJIYAMA & Co.,**  
Hongkong, October 5, 1901. 2030

## The ENGLISH

CRICKETERS

in...  
AUSTRALIA.

The Proprietors of the 'CHINA  
MAIL' have arranged  
for a Series of

SPECIAL ARTICLES  
ON THE TOUR OF  
**Mr Maclaren's Cricket**  
Team in Australia.

Special Descriptions of the Five Test  
Matches will be written by  
**Mr A. O. JONES**  
(The well-known Captain of the  
Notre County).  
One of Members of the Team.

Published to suit the Departure  
of each English and French  
Mail Steamer to Europe.

**FULL REPORTS**  
AND THE LATEST INTELLIGENCE  
(Commercial, Shipping, etc.)  
\$14 per Annum (including Postage).  
'CHINA MAIL' OFFICE,  
5, WYNDHAM STREET, HONGKONG.

WASHING BOOKS.  
(In English and Chinese).  
WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office. Price, \$1 each.  
CHINA MAIL OFFICE.

## Intimations.

ANGLO-AMERICAN  
STORES.

No. 1 WELLINGTON ST.

Under European Management.

## HIGH-CLASS PROVISIONS.

2219

## HOME SCHOOL FOR GIRLS.

KENSINGTON, BATH, SOMERSET,  
ENGLAND.

SELEND Situation, Home Comforts, with  
careful Training and Tuition.  
Large Garden and Tennis Court.  
MODERATE and INCLUSIVE FEE.  
References, Prospectus and Photograph of  
School to be obtained at Office of this  
paper, or from the Principals.  
Hongkong, November 9, 1901. 2296

## Auctions.

PUBLIC AUCTION.

THE Undersigned has received instruc-  
tions to Sell by PUBLIC AUCTION,  
on  
**SATURDAY,**  
the 30th November, 1901, at 2.30 p.m., at  
his Sales Rooms, Duddell Street,  
A CONSIGNMENT OF JAPANESE  
GOODS.  
Comprising:—  
PORCELAIN, FLOWER STANDS, FLOWER  
POTS, VASES, ORNAMENTS, LACQUERED  
TRAYS, TEA SETS, BREAKFAST SETS, EM-  
BOSSMENT and PAINTED SCREENS, CANNERS,  
RUGS, Etc., Etc.  
On view from Friday, the 29th Novem-  
ber.  
Terms:—Cash on delivery.  
**GEO. P. LAMMEET,**  
Auctioneer.  
Hongkong, November 27, 1901. 2428

## For Sale.

FOR SALE.

JOHN GRAHAM'S Choice 'FIVE  
CROWN' PORT. Well-known to  
connoisseurs in the East.  
**G. C. ANDERSON,**  
20, Des Voeux Road.  
Hongkong, September 14, 1901. 1509

## FOR SALE.

NEWLY-BUILT STEAMBOAT.

Length, 110'; Width 18.6'; Depth 8.6'.  
Bulker, 8' x 8.6'.  
Cylinders 12' x 24'.  
Stroke 16'.  
Apply to  
**KWONG YEE ON,**  
Ship Chandler & Provision Dealer,  
31, Hing Lung Street.  
Hongkong, November 13, 1901. 2313

## FOR SALE.

HOUSES and LAND at the PEAK. For  
detailed Particulars.  
Apply to  
**DENNIS & BOWLEY,**  
Solicitors, Supreme Court.  
Hongkong, September 28, 1901. 2007

## GOLF FOR

EVERYBODY.

A Series of Articles,  
BY  
**J. G. McPHERSON, LL.D., &c.**  
(Author of 'Golf, the Best of Games, &c.')

The Fourth of this Series will appear  
On WEDNESDAY NEXT, 4th Dec.,  
entitled:  
FOURSCORE PLAY.

## WEEKLY NEWS

FOR HOME.

## The Overland China Mail

Published to suit the Departure  
of each English and French  
Mail Steamer to Europe.

**FULL REPORTS**  
AND THE LATEST INTELLIGENCE  
(Commercial, Shipping, etc.)  
\$14 per Annum (including Postage).  
'CHINA MAIL' OFFICE,  
5, WYNDHAM STREET, HONGKONG.

WASHING BOOKS.  
(In English and Chinese).  
WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office. Price, \$1 each.  
CHINA MAIL OFFICE.

## DO PAST ATLANTIC LINERS

PAY?

The policy of building very fast liners  
is discussed in 'Engineering,' drops of a  
contribution on the subject of shipping  
subsidies by Dr. Giesing. Comparing the  
Deutschland and the Hernia, the former is  
the larger by about 15 per cent., but the  
cost would be nearly 50 per cent. greater  
than 15 per cent. The German ship has a  
crew of 353 persons; the Canadian has but  
257. The indicated horse-power of the  
Deutschland is given as 36,000; that of the  
Hernia is 10,500. The Hernia carries a  
huge cargo, as well as a fair number of  
passengers, and has been running steadily  
ever since she came out; the Deutschland  
did not run between November and April.  
Still, it must be remembered that such  
counts for something. Taking these and  
other points into consideration, Dr.  
Giesing concludes that speed be-  
yond a certain limit is not commer-  
cially desirable; and that therefore, if mili-  
tary considerations demand it, the State  
must give adequate inducements. At pre-  
sent the annual subvention of £77,813,  
divided amongst seven companies, is really  
trifling; and it may be agreed that the  
subsidies are certainly not sought by the  
companies, as an Admiralty witness said  
before a House of Commons Committee,  
France, Germany, and Russia have been  
increasing the number and improving the  
speed of their ships suitable for the task of  
supplementing their force of naval cruisers  
in war time. Great Britain is dropping be-  
hind, few ships being built at all, and  
her latest ships being less speedy than the  
recent German vessels and, indeed, than  
the British steamships previously construct-  
ed. The British shipbuilder has cheap  
coal; but against these are to be set the  
following statutory disabilities: The Mer-  
chandise Marks Act, light dues, regulations  
as to manning, crew space, and crew food,  
Life-Saving Appliances Act, and the Load-  
Line Act.

## ENTERPRISING SINGAPORE.

The Straits Times says:—Singapore  
seems to have awakened with a jerk to  
a sudden sense of her own existence,  
and the necessity of fostering the same  
and encouraging its development in a  
modern manner. Whether the awaken-  
ing has been natural—automatic and  
instinctively voluntary—or, has been  
superinduced by metaphorical spankings  
from some metaphorical nurse or parent,  
may be left to posterity to determine.  
The fact remains that the Singapore of  
to-day has suddenly 'started up from a  
slumber of years past count, and with-  
in one week has dazzled itself in the  
realization of the fact that it was actual-  
ly going to do something—or at any  
rate that something was happening that  
was to be of material advantage to  
Singapore. Mr. Matthews has arrived  
from home to devise a scheme for im-  
proving the harbor, H. E. the Govern-  
or has announced the willingness of the  
Malay States Government to build the  
railway through the State of Johore  
under terms that ought to be un-  
hesitatingly accepted, the Municipality  
has sanctioned the grant of a concession  
for 35 years to an up-to-date English  
Syndicate to construct an electric tram-  
way system here, (and it has even hint-  
ed that it may use electric light and  
power itself), and finally it has been  
decided to expend \$200,000 on rebuild-  
ing Cavenagh Bridge in such a manner  
that it will not block the River traffic  
at high tide. It is noticeable that the  
new bridge is to be of one span only—a  
very necessary precaution when the  
narrowness of the River at that point  
is considered. \$60,000 has already been  
appropriated for the purpose by Govern-  
ment, and the work is to be started as  
soon as satisfactory tenders can be  
secured. This is truly a great and sud-  
den awakening, and, from certain signs  
and omens, it is to be feared that the  
town will not be permitted to reform its  
whilom normal state of slumbrous  
drowsiness for at all events a year or so  
to come.

## SILHOUETTES OF THE WAR.

A False Alarm.

Heavy firing, sir, from the first  
blockhouse.

'Oh! What! Right.'

Out of my tent and into the trench  
in a second.

'Here they come, sir,' says the sentry,  
as the galloping of horses is plainly to  
be heard.

I peer through the faint moonlight  
and can just make out a moving and  
blurred mass coming towards us. Sur-  
rounding posts open fire indiscriminate-  
ly, but still I feel sure no enemy would  
dare gallop at entrenchments protected  
by wire fencing in such hazardous style.  
I blink and peer, and again I blink.  
Bang! bang! goes the sentry's rifle  
beside me.

The men are just getting into the  
trenches.

Tommy Atkins is a heavy sleeper and  
takes a long time to waken.

When he does (he has invariably  
taken off his boots when he ought not  
to have done so) he sits up and asks  
'Bill or Jack what the time is, and then,  
having solemnly pulled out and lighted  
his pipe, quietly saunters out to his  
pre-arranged loophole.

'What's the row this time!'

'All over, turn in.'

He returns to his bivouac grumbling  
at poor Christians like himself being  
pulled out of bed; but within a very  
few minutes, as his loud snoring testi-  
fies, is again in that happy land of nod.

During Tommy's moments of wak-  
ening, fifty riderless horses have dashed  
past. These are the cause of the alarm.

Horses belonging to the next post which  
have stampeded. Several have been  
shot as daylight shows, and Tommy is  
delighted that his shooting has not been  
without results.—Empire Review.

## THE UNEASY ROCKS.

Earthquakes are the cause of much destruction,  
but what is the cause of earthquakes? The  
science follows the best inside the earth,  
and the big rocks trying to get into more  
comfortable positions. 'That being so we can't  
earthquakes; the cause is too deep and too big.  
Here is a matter easier to handle and yet  
easy enough to make us with our common  
humility and modesty are well-fitting coasts  
the backs of the best of us.

Rheumatic fever laid the foundation of all my  
trouble many years ago, says Miss Joan  
Williams. 'Yes, but what laid the foundation of  
the rheumatic fever? The man who can answer  
that, with a sound of success in the talk of  
him, will do more good than the long-headed  
statesman who expounds a high foreign market  
or cuts off the heads of a million Chinese  
Boxers.

Whatever may turn out to be the cause of  
rheumatic fever, Miss Williams (with lots of other  
afflicted persons) has no doubt about the effects  
of it. 'The early attacks, the lady tells us,  
'left me very weak and low. They took away  
from me pretty nearly all my relish for food,  
and the power to digest what I did eat. I was  
un, thoroughly, the morsels I did eat.

Does the reader think Miss Williams has put  
the cause and effect in the true order here?  
She thinks so to be sure. But we will not be  
hasty to conclude. 'She says she first heard  
the rest of her story.

'After meals, she goes on to say, 'my stomach  
became filled with wind and I was tormented  
with pain nearly every part of my body. They  
were worse, however, in my chest and at the  
pit of my stomach. I was often bilious, too, and  
had violent sick headaches.

(Thus far she speaks, you perceive, of indiges-  
tion, as it is known to be called, acute dyspepsia.  
He is the same hungry beast, though, as we  
put a Latin or a Greek collar on his neck.

'No matter what I did,' continues Miss Wil-  
liams, 'my strength would not come back; and  
small wonder, for I could eat but very little  
properly. Instead of getting stronger as the  
month passed by I grew more feeble and  
depressed.

'We can well credit that. If all at once the  
windmills, the watermills and the steam-  
mills should stop grinding grain for a year what should  
we do for bread and cake?

'My life,' says this patient woman, 'was one  
dreary and monotonous round of eating and



# A PRESENT ACCEPTABLE TO ALL.

## A CHOICE SELECTION OF CADBURY'S CHOCOLATE CREAMS IN FANCY BOXES AT POPULAR PRICES.

"Reviving sweets repair the mind's decay."—POPE.

## WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS,  
66, QUEEN'S ROAD CENTRAL.

### HIGH-PRICED LOOT.

The sale of curios at the Great Rooms, King-street, Covent-garden, on the 22nd ult., by Mr. J. C. Stevens, was very successful. There was a large attendance of buyers, and the competition for the more important lots was spirited. These included many relics from Pekin, among which were valuable fur robes and coats, official records, porcelain and cloisonné ware, feather-work, and silver coins and ornaments. A very fine long coat of sea-otter fur made 77ggs; a red silk brocade cloak, lined with white fox, sable cuffs, 12ggs; a yellow fur Imperial dragon coat, which formerly belonged to Tuan, 4ggs; the Imperial silver seal (weighing about 14lb.) of the Board of Rites, 27ggs; a garden scene, with trees, figures, pagodas, &c., the dresses of the figures and the foliage made of the metallic plumage of the kingfisher, and some of the ornamentation of the 'eyes' of the plumes of the argus pheasant, framed in blackwood, 25ggs; and a fine cloisonné candlestick from a Lama temple, 25 10s. The specimens of carved jade were exceedingly good. A dark green incense burner, with carved handles of grey jade, on carved stand, fetched £18 3s. 6d.; a fine dark-green pierced saucer, 11ggs; an octagonal cup, with carved figures, and set round the rim with coloured seals, 26ggs; and a small Buddha, in grey jade, 25ggs. Two very interesting lots were relics of the late Empress Frederick. One was a sheet of pencil sketches, made about 1852 with a drawing in profile of the Prince of Wales (now the King) in the centre; the other was a manuscript poem, signed 'V.A.M.L.', with this note at the foot, 'For New Year's-day. Written Christmas Eve, 1855.' These were keenly contested, and fetched, respectively, 12ggs. and 14ggs.

### GUARANTEED CURE.

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GODOWNS at BLUE BUILDINGS.  
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Hongkong, July 16, 1901. 1478

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NOS. 1, 2, 3, 4, 5, 6, 7 and 8, 'WILD DELL', WANCHAI ROAD.  
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SANG KEE,  
298, Des Voeux Road Central.  
Hongkong, November 26, 1901. 1260

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PUN HUNG,  
85, Queen's Road Central.  
Hongkong, November 19, 1901. 2357

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HOUSE, 'WOODLANES' West, No. 9, SEMON ROAD.  
Apply 'S. B.'  
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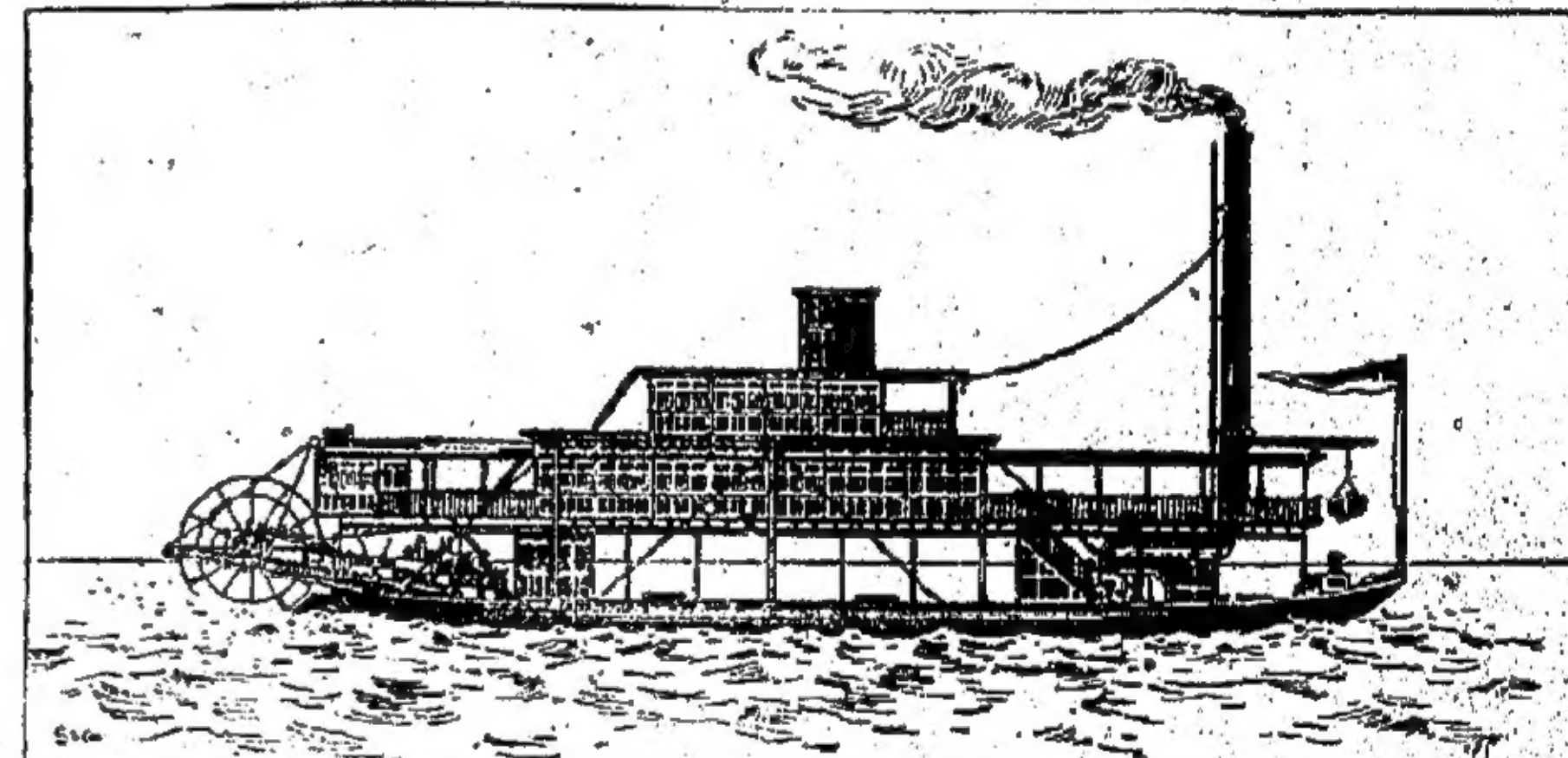
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**MEMOS. FOR TO-MORROW.**  
Auctions.  
2.30 p.m.—Auction of Japanese Goods, at Mr. Gen. P. Lamont's Sales Rooms.  
Amusements.  
9 p.m.—The Empire Comedy Co. at the City Hall.

**General Memoranda.**  
Monday, December 2:—  
9 p.m.—Meeting of Zetland Lodge.  
Tuesday, December 3:—  
4.30 p.m.—Concert at the Peak Hotel.  
Thursday, December 5:—  
3 p.m.—Meeting of Shareholders of The Wanchai Warehouse and Storage Co., Ltd., at the Company's Office.

**SECOND EDITION.**  
**HISTORY OF THE CHURCHES OF**  
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QUEEN'S ROAD CENTRAL.**

The publication of this issue commences at 5.00 p.m.

**The China Mail.**  
HONGKONG, FRIDAY, NOVEMBER 28, 1901.

**EDITORIAL COMMENT.**

There are evidences from several sources that the suggestion of Japanese governing classes from JAPAN, would welcome a closer union between Japan and Great Britain, an alliance which, in the opinion of diplomats in both countries, would have a beneficial influence on Far Eastern politics. It is interesting to note that this opinion finds a reflex among the thoughtful classes of the Japanese people. *The Register*, one of the magazines of Japan which is doing much to mould public opinion, has an editorial article in its issue of the 11th inst., advocating a foreign tour for the Crown Prince and Princess of Japan, and it is easy to read between the lines the Editor's desire to foster a friendly feeling between Great Britain and his native land. Our Japanese contemporary regrets that State interests must prevent the Emperor of Japan from indulging in a prolonged tour in America and Europe, but considers it essential to the education of the future Emperor that he and his consort should avail themselves of the advantages of foreign travel. As a special reason for undertaking a journey round the world, our contemporary refers to the approaching coronation of King Edward. *The Register* says in this connection:—

"It is most appropriate that our beloved Imperial Crown Prince and Princess should partake in a grand ceremony which does not often take place in any country, and it will be a most fitting opportunity for their Highnesses to see the grand gathering and magnificent display which will form part of the Coronation. There is no doubt that they will be received by the British Royalty with a hearty welcome and the ceremony due to their position. Their Highnesses will be given such a reception as will enable them to see the family life of the English Royal family and also to realize what is the tie of loyalty and patriotism that prevails in a country like England. Their Highnesses will also visit other courts in European countries and be able to compare the circumstances surrounding the different royal houses and their relations to the subjects of the respective nations. *The Register* therefore earnestly urges the consideration of this important question on those who should be most concerned in the happiness of the Imperial House and the welfare of the Empire."

We feel sure that a visit from representatives of the Royal House of Japan would be welcomed by the Court and people of England, and we hope the suggestion of our contemporary, which is probably only giving voice to other expressions of public opinion throughout Japan, will be realised in fact. While Royal friendships may not have such an influence on international politics nowadays as they had a century or two ago, the efforts of Royal personages to promote good feeling between far-distant nationalities are not always in vain, and we have no doubt a visit to Europe and a comprehension of the aspirations and forces of Western peoples would have a beneficial influence upon the future ruler of Japan. We also hope it would have an influence for good upon the relations of Japanese to foreign residents in Japan and Formosa.

**Electric Motors on Battleships.**

Since 1887 electric plants have been installed on all the United States warships, although at first current was used only for lighting. Applications of motors to ammunition hoists, blowers, and searchlights were made about 1893, and in 1895 6 experiments in turret-turning were undertaken, which resulted in installing confidence that there was some merit in electric power; but it was only in 1897, after the successful tests of the electrically-operated turrets of the United States ship *Brooklyn*, that steps were finally taken to make an extended trial of motors for all sorts of auxiliary machinery. Deck winches, boat cranes, and ventilators are now electrically driven; an electric system operates the water-tight doors, and in the latter case the electric motor has the advantage that it can be greatly overloaded for the instant necessary to close the door, should any obstructions, such as coal, be lying in the passage. The reserve capacity of all well-built electric motors, which can be depended upon in an emergency, for short periods, is a feature of great value. Electric steering gear is also both successful and reliable. Now that its use has become more general, the electric motor is being found an exceedingly simple, efficient, and serviceable machine, less liable to deterioration than the steam engine, and suitable for transmitting power to all auxiliary apparatus on board ship.

**A. S. WATSON & Co., Limited,  
THE HONGKONG DISPENSARY,  
QUEEN'S ROAD CENTRAL.**

**LOCAL AND GENERAL.**

**Notes by the Way.**

It is stated in a Bangkok contemporary that Mr. A. Biduol, barrister-at-law, is coming to Hongkong to practice.

The Bangkok Times of the 14th inst. says:—The many friends of Capt. Kells will be sorry to hear that he is at present in hospital in a rather serious condition.

When the new cruiser *Aboukir* is put into commission, it is understood that she will join her sister-ship, the *Cressy*, on the China Station, relieving the *Terrible*.

We are pleased to hear that Lieutenant Blake, His Excellency the Governor's A.D.C., is recovering from his attack of typhoid fever, and is now convalescent.

Much satisfaction has been caused throughout Italy by the announcement that the Queen of Italy's second accouchement will take place next April, when it is much hoped that a son and heir may be born.

Mr. H. T. Gough, for thirteen years leader writer to the *Gloucester Daily Mail*, and who left that paper only upon its sale to the Messrs. Harmsworth a few months ago, has been engaged as editor of the *Stam Observer*.

**Polo.**

The Polo match arranged for to-morrow (Saturday) is an advantage postponed. This will also necessitate the postponement of the final on Saturday, 7th inst.

**Hongkong Hotel.**

By kind permission of Lieut.-Colonel Ballico and Officers, the Band of the 22nd Bombay Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 p.m. to 9.30 p.m.:—  
Quadrille, "Fan of the Fair," "Cote d'Azur," "Gung's Selection," "Les Chenevies," "Planquette," "Now and Then," "Cote d'Azur," "Dulcis," "Torrey," "Gondoliers," "Sullivan."

GOD SAVE THE KING.

**Cricket.**

To-morrow afternoon, commencing at 2.30, there will be an interesting cricket match at the Happy Valley. For the first time, as far as we know, a team of purely Chinese boys will play a team of non-Chinese boys from Queen's College. The following are the teams:—  
Chinese—Hong Kwok Leung (capt.), Hong Kwok Wai, Choi Chiu Kwan, Tsui To, Lam Kai Ming, Li Sik Ling, Shi Shiu Kwang, Sun Wan Yuen, Wong Shiu Cheung, B. Wong, S. Wong.  
Non-Chinese—H. Taylor (capt.), E. Burje, H. Fookcoers, F. Loarero, M. S. Joseph, C. V. Curreen, J. Ramjohn, U. Alankia, H. Campos, Rahin, and Salhin.

**France and Russia.**

M. Blowitz, in the *Times*, referring to a scheme propounded by some local visionaries for raising the deficit of 50,000,000 francs in the French Budget by a tax on Decorations, says that Russia and France are thinking, he is assured, of ceding their share of the Chinese indemnity to a powerful group of Franco-Russian financial establishments already existing or to be created, which would issue, under the guarantee of the two Powers, debentures to the amount of their shares at an interest so low on account of the guarantee as would be less than the interest paid by China. These establishments would thus meet all the interest and payments due without diminishing the capital, which would be handed over intact to the two Governments. This, as will be seen, would cover the deficit even if it amounted by the end of 1902, as may happen, to 100,000,000 frs. This is a resource which would relieve France from the necessity of resorting to a loan or fresh taxes or the suspension of the redemption of the debt.

**A China-Japanese Bank.**

The Standard correspondent at Berlin writes:—The project for establishing a bank for the promotion of commerce between Japan and China, which was discussed, a few years ago, by Japanese and Chinese merchants, has been revived, and some leading merchants at Kobe and Osaka are said to have asked their Government to apply a portion of the Chinese War Indemnity to the foundation of such an institution. The trade between Japan and China has increased considerably during the last ten years. Japan's exports to China rose from 5,425,000 yens in 1891 to nearly 40,260,000 yens in 1899; while her imports from China rose from nearly 8,800,000 yens to nearly 22,700,000 yens in the same period. The exports to China decreased by about 5,500,000 yens in 1900 owing to the war; while the imports from China rose about 1,380,000 yens in the same year. The trade between Japan and Hongkong has greatly increased. The exports from Japan to the British port rose from somewhat more than 12,500,000 yens in 1891 to more than 30,000,000 in 1900; while the imports from Hongkong increased from a little over 5,000,000 yens to about 10,000,000 in the same period.

Wherever death by physicians or public

**Stearns' Wine.**

This ideal nutrient tonic will do all that is claimed for it. It is suitable. It is trustworthy. Sold by all chemists; from A. S. Watson & Co., Ltd., Hongkong.

**The Looking at Feking.**

The members of the Japanese Diet, who are agitating for an examination into the charges brought against certain military officers of being guilty of looting in North China, propose to secure, if possible, the joint action of the two Houses of the Diet.

**The Shanghai Docks.**

The three shipbuilding yards at Shanghai were recently incorporated, with an aggregate capital of \$100,000,000. It is thought (says the *Kobe Chronicle*) there is an opening for a smaller concern which will undertake the repairs of small vessels, and some Japanese residents at Shanghai have taken up the matter and are sending representatives to Japan to see whether it can be arranged.

**Cricket at Kobe.**

Mr. H. Hancock heads the Kobe batting averages for the past season with 48.27. He batted on 13 occasions, was twice not out, compiled 531, highest innings 107. A. H. Gillingham was next with 39.60. A. J. Buckley heads the bowling averages with 66 wickets for 9.04. The other leading averages being—H. E. Green, 31 wickets for 9.12; W. D. S. Edwards, 21 for 9.33; G. C. Murray, 74 for 9.45.

**Thefts from Anglo-American Store.**

The other day, we reported a case of a shop-keeper in the employ of the proprietor of the Anglo-American Store, Wyndham Street, receiving a term of two months' imprisonment for stealing eleven boxes of his master's cigars. Yesterday, a similar sentence was passed on a washerman for the theft of two boxes of the same brand from the same place. The proprietor and his assistant were on the point of re-entering the shop after having been to the Magistrate's court, when they saw the thief and the prisoner take two boxes from the shelf and run out into the street. Chase was given and he was arrested. Chiu Ngai, a money-changer, was charged with receiving the stolen cigars. Mr. J. F. Rades appeared on his behalf, and he was discharged.

**The Sugar Outlook.**

Sugar planters in Java are hard put to it how to meet the bad times, now that quotations for the sweet are falling so low. Counsellors are not wanting to show the way out. One of them urges the planters not to waste time in grumbling and in waiting for a rise. He wants them to turn to and seek safety by doing their best to lessen the cost of production, and to produce sugar which would yield profit despite low prices. He warns them against false economy and a cheapening policy. In this opinion, the true policy is to grow cane only on rich soil and to use the best appliances within reach for cultivation and milling, so as to turn out the utmost quantity of sugar at the lowest possible cost. But, to do this requires a well paid and expert staff which will throw its whole soul into the business—not an easy thing to find under present circumstances.

**Criticising a Magistrate.**

"Caus" writes as follows in the *Strait Times*:—But talking of the King's attitude for picking up little odds and ends that can profit him nothing though they would be of inestimable value to any body of lower rank than a hereditary Duke or a Singapore *dubai*. I must say that I pity the Chinese merchant who recently arrived in Hongkong, and was robbed of \$100 in notes, then snatched the simple rigor of Hongkong justice. It seems that just after the merchant missed the notes, a Chinese detective who happened to be in the Market where the theft occurred, saw two young coolies struggling together. He went to separate them, and found that each was holding on like grim death to a bundle of notes, which were nearly torn in two. The detective immediately arrested both, and led them by their queues to the Central Police Station, where the owner of the notes arrived some time later to report his loss. He identified the notes as his property, and charged the two prisoners with larceny. Only \$85 out of the \$100 were recovered. On the case coming into Court, the defendants pleaded guilty to the possession of the money, but the magistrate did not consider this fact sufficient to warrant a conviction for larceny, especially as the complainant admitted his inability to identify the notes as the identical ones that had been stolen from him. The defendants were therefore discharged, but the Solicitor in the case observed in reference to the money, that it had better be kept until the police were satisfied that the merchant was the owner. Inspector McNab accordingly took charge of the notes. What price the merchant's interest in them?

**A VIOLENT ATTACK OF CROUP.**

LAST winter an infant child of mine had croup in a violent form, says Elder John W. Rogers, a Christian Evangelist, of Elletts, Mo., U.S.A. "I was her father, a few days of Chamberlain's Cough Remedy and in a short time all danger was past and the child recovered." This remedy not only cures croup, but when given as soon as the first symptoms appear, will prevent the attack. It contains no opium or other harmful substance, and may be given as confidently to a baby as to an adult. For Sale by All Dealers, WATKINS & CO., Ltd., General Agents.

**LOCAL AND GENERAL.**

**Local and General.**

**Mobility in South Africa.**

At the beginning of the South African War one of the crack regiments is reported to have tried to smuggle a large mahogany dining table up to the front. Apparently the same sort of thing is still going on, as Lord Kitchener found it necessary recently to issue the following order:—The Commander-in-Chief in South Africa desires to impress on officers in command of mobile columns that the object of such columns is mobility; that he has learned that such persons carry about with them: furniture, kitchen ranges, pianos, and harmoniums, which nullify that object; that these articles must be handed over to the nearest, &c.

**Bangkok Shipping.**

Ever since the old Scottish Oriental boats changed hands, there have been rumours that both Butterfield and Swire and Jardine, Matheson and Co. were to put boats on the Hongkong run. These rumours (says the *Bangkok Times*) have been revived again, as the first of a number of new steamers that are being built for these firms has arrived in Hongkong. There may be something in it. They would, of course, put boats on the run if they saw a good opening, but that opening does not exist just at the present moment. Freight rates are low and not very easy to get. The large number of specially chartered steamers coming to Bangkok have contributed to bring about this result.

**More Rat-catchers Wanted.**

At the meeting of the Sanitary Board held yesterday, Dr. Clark recommended that the Board obtain the sanction of the Government to engage other ten rat-catchers and a foreman from 1st prize. They had ten at present, who were being paid at the rate of 3 cents per rat. In the course of the discussion which followed on the recommendation, it was pointed out that the number of rats caught was now between 700 and 1000 weekly, and there had never been so many before, except in the height of the plague season. In Japan the price paid per rat was 5 cents, but Mr. Fung Wa Chuen said Hongkong was too near Chinese territory to permit of such a high rate being paid. Dr. Atkinson, remarking that this was one of the anti-plague measures and that now was the time, moved that the Board petition or request the sanction of the Government to engage other 10 rat-catchers, as recommended by the Medical Officer, from the 1st of next month. Mr. E. Osborne seconded, and the motion was agreed to.

**Sixto Lopes and the Americans.**

Sixto Lopes and his secretary (Mr. Patterson, a British subject) have been staying in Hongkong for some weeks, waiting a favourable opportunity to go to the Philippines. Mr. Patterson left a week ago, and it is now rumoured in the Colony that he has been refused admission to the islands unless he takes the oath of allegiance, and that he will return by the Yuen-sung. Lopes himself is sick to-day. The following is extracted from the *Morning Times* of the 21st inst.:—Sixto Lopes, the notorious Filipino agitator, who is now sojourning in Hongkong, has forwarded to a friend in Manila a communication, which he desires his friend to forward to Governor Taft, asking to be allowed to be exempted from the formality of taking the oath of allegiance to the United States on coming to those islands. Sixto states in his letter that he considers that by taking such oath he would be injuring the cause for which he is now working for the bringing about peace in these islands, and therefore asks that he be allowed to take the oath only after he has fulfilled his mission. In this connection *La Fraternidad* says:—General Chaffee does not consider services of Mr. Lopes as indispensable, and will certainly not sanction the petition.

**A Necessary Improvement.**

At the meeting of the Sanitary Board, yesterday, correspondence relative to the provision of backyards for Nos. 25 and 28, West Street, was laid on the table. It bore that the proprietors asked for three months' delay in making the alterations. Mr. A. W. Brewin remarked that it might be argued that these people ought to have known the law which came into force in 1899, and that the alterations should have been made long ago. Of course, there was such a large sanitary staff that he thought Chinese were accustomed to wait until an inspector entered their house and pointed out what was required to be done, if he thought it necessary to do anything. That was not an unreasonable attitude, and might be excused. In this building, which was used as a restaurant, there were ten people living, so any delay in making the backyards would hardly be injurious to health. The next thing was that these were business people asking for a little consideration because of the serious interference that would be caused if the alterations were to be carried out at once. The delay in this case would not cause any serious delay in the general improvement of the sanitary condition of the Colony. He moved that the application be granted. Mr. W. Chatham seconded, remarking that he thought the Board would be justified in granting an extension of time in carrying out the structural alterations. Dr. Atkinson, who presided, said it was a necessary improvement, and the motion was agreed to.

**The Fastest Trains in Europe.**

It appears from some very careful statistics compiled and published by a German railway journal that we are only second in Europe in point of fast trains. Whereas our fastest trains are put down as travelling 87.7 kilometres an hour—that is, close on 55 miles the hour, and, faith, I haven't travelled on such a one just lately!—France shows 93.5, of upwards of 58 miles. Germany comes next, with about 51 miles, and Belgium fourth at 49. Wonderful to relate, the Turk is not last; that honour is claimed by the Greek, and the Bulgarian comes between.

**Hospital Sunday.**

The Hon. Treasurer of the Alice Memorial and Netherbow Hospitals begs to acknowledge with thanks the following offerings on Hospital Sunday:—  
St. John's Cathedral ... \$223.71  
Union Church (L.M.S. Chinese) ... 213.32  
To Test Chapel (L.M.S. Chinese) ... 69.65  
Deutsche Kirche und Schulgemeinde ... 97.45  
St. Stephen's Church (C.M.S.) Chinese ... 33.49  
St. Peter's (Seamen's) Church ... 23.45  
American Board Chinese Mission ... 18.29  
Westway Mission (Chinese) ... 10.30  
Rhenish Mission Chapel ... 5  
\$645.56

N.B.—Last year's collections amounted to \$621.47.

**Victoria Regatta.**

The following are the crews picked in the Griffin Four Race:—  
Korbmans ... H. W. Sayer  
F. Hold ... J. H. Sath  
H. M. Bain ... F. K. Tati  
E. Miller (Capt.) ... N. H. Alves (Capt.)  
J. Miller (Cox) ... A. Humphreys (Cox)

**Tusk Measurements of Elephants.**

A correspondence has been going on in the *Madras Mail* upon the above subject and we give the following measurements of record tusks as supplied by one of the writers:—This late Sir Victor Brooke shot a large elephant in the Mysore forests which is said to have been 11 feet high, and its single tusk measured 8 feet in length, 16½ in circumference and 90 lbs. in weight. Another single tusk from Gorakhpur is said to have weighed 100 lbs. Lieutenant Flower, of the 5th Fusiliers, Bangkok, writing to the Bombay Natural History Society (Vol. XI, No. 2, page 335) gives the length and circumference of the elephant tusks in the Royal Siamese Museum, Bangkok, of which there are several large ones, the largest 8 feet 10 inches and the thickest 20½ inches circumference. There is a skeleton of an Indian elephant in the Oulekta Museum which measures 11 feet 3 inches, so that in flesh it must have been over 12 feet in height; yet there are sportsmen who say that there are no elephants of 10 feet found in India.

**Mr. Kipling as Testototal.**

At the autumnal assembly of the Congressional Union of England and Wales, Mr. Frank T. Bullen, the author of "The Cruise of the Cachalot," said he was not a politician, but it was a gigantic scandal that every bar-parlour was a Conservative committee room. (Applause.) He was talking the other day with Mr. Rudyard Kipling, and he told him that he used to take a glass regularly; but once he was in an English city—"I am almost sure it was Manchester," remarked Mr. Bullen, and going along the streets he saw two young girls of 13 reel out of a public-house, stagger across the pavement, and fall into the gutter. From that time Mr. Kipling was a total abstainer. (Applause.) Mr. Bullen did not give the best examples, says a *Home* newspaper. There was a banker who read in the newspaper of the death of a child from sucking matches and never after that allowed matches to be used in his house; and there was a doctor who was called in when an old patient had been accidentally drowned in his bath, and who resolved then and there never to wash himself again, or to allow any of his family to use soap and water.

**Strayed astronomer.**

Have a look at the moon through the telescope—it's only a penny." "Ta!—Sure, I can see the moon without looking through that thing."

**JUMPED ON A TEN PENNY NAIL.**

THE little daughter of Mr. J. N. Powell jumped on an inverted nail made of ten penny nails, and threw one nail entirely through her foot and a second one half way through. Chamberlain's Pain Balm was promptly applied, and five minutes later the pain had disappeared and no more suffering was experienced. In three days the child was wearing her shoes as usual, and with absolutely no discomfort. Mr. Powell is a well-known merchant of Portland, Va., U.S.A. Pain Balm is an antiseptic, and heals such injuries without maturation and in one-third the time required by the usual treatment. For Sale by All Dealers; WATKINS & CO., Ltd., General Agents.

**WATKINS & CO., LTD.,**

General Agents.



## TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

## THE CHINESE COURT.

## PRINCES CHUN AND CHING.

## Yuan Shi-kai Awaiting the Court.

(From Our Own Correspondent.)

SHANGHAI, November 29.

Princes Chun and Ching and H.E. Yuan Shi-kai, the new Viceroy of Chih-li, met at Pao-tung-fu yesterday afternoon.

Prince Ching proceeds to-day to Peking, and Prince Chun towards Kaifeng-fu.

Yuan Shi-kai awaits the Court at Pao-tung-fu.

Wang Wen-shao, the new Plenipotentiary, who is to assist Prince Ching, has arrived at Weihai-fu.

[It would appear from the above telegram, taken in conjunction with our special telegram from Shanghai on the 27th inst., that the Empress Dowager, with the whole Court entourage, really intends to return Peking at once.—Ed., C. M.]

[REUTERS' SERVICE.]

## A FRENCH SENSATION.

LONDON, 27th November, 1901.

A sensation has been caused in Paris by the disclosure of a confidential report of General Voyron, accusing French missionaries, also the Legation ladies, of systematic looting in Peking.

## SOUTH AFRICA—IMPORTANT CAPTURES.

LONDON, 27th November, 1901.

General Knox has effected the capture of 38 Boers, including Commandant Joubert and two Field Cornets. Practically the whole of this commando is now accounted for.

Commandant Joubert was one of Brand's best commanders, and it was he who captured the two guns at Vlakfontein in September last.

## CRICKET.

New South Wales has defeated Macarthur's English eleven by 53 runs.

## MARQUIS ITO'S TOUR.

Marquis Ito had an interview with Count Lamedorf, Russian Minister of Foreign Affairs, yesterday. He is also to see M. de Witte, Russian Minister of Finance, at the official quarters in St. Petersburg, and is confident that the interviews will do much to clear up the misunderstandings between Russia and Japan. His visit alone is proof that the relations between the two countries are more cordial than supposed.

## In a Minor Key.

Two years ago, on the day of Elands Langte and the morrow of Talma Hill, Tredalger Day (says the St. James's Chronicle) might well have found the nation 'drunk with sight of power.' Much has occurred since then to justify such a description. The old tenacity of purpose, the old courage, the old phlegmatic endurance in dark days has once more been proved for that we may thank God. But in matters of administration, in the foresight which prepares little while yet there is peace, a dismal inefficiency has been revealed. Has the lesson which might turn calamity into blessing been learnt, or is the country once more relapsing into its wonted state of complacency? The signs are only too many that it is so. There is little evidence of serious purpose to fight for our old pride of place, to equip ourselves with all that science and education can give against the awakened nations which on all sides dispute our heritage. We believe, with pathetic faith, that at any rate all is well in the Navy. Our first and last line of defence, untested though it be, must surely be all that the nation requires and has paid so much to make it. Are we certain that the cauter of inefficiency has not eaten its way into this fabric also? There are ominous indications. That disasters should happen in a fleet which is so large, and which takes so freely the risks of the sea as does ours, is only natural. But such incidents as the abnormal delay in construction, the breakdown of the *Cressy*, and the revelations of the *Cobra* court-martial give rise to many grave reflections. The Admiralty may, and must, make mistakes like other people, but it is the duty of the nation to insist that such mistakes shall not result from a chaotic lack of system and from a supineness which every man of business knows would speedily spell bankruptcy in private affairs.

Certain Staffordshire colliers paid a visit to Blackpool in the holiday season, and came back full of enthusiasm about the attractions of the place.

'Had they seen a high tide?'

'No.'

'Had they seen the big wheel?'

'No.'

'Had they seen the Tower?'

'No.'

'What was it then that pleased them so much?'

'Why, said one "it was" this way. As soon as we got to the bottom of the street we found a shop where they were selling ale at threepence a quart. So we stop'd there till it was time to come home.'

## CANTON NOTES.

(From Our Own Correspondent.)

BURNING OF THE 'FUSHO.' Canton, Nov. 28.

The interest in the burning of the *Fuscho* has subsided. A rude woodcut with not very accurate details of the disaster found a ready sale in the streets. The Chu Hao, or examiner for the second degree, has lost all his baggage, but as he was not on board, and therefore did not run any risk, perhaps he finds in that fact an abiding satisfaction. It comes a little hard on the merchants mostly native, who, in addition to the loss of their goods, have also paid duty on them. They are about to make an appeal to the Commissioner, who will, if possible, remove this part of their distress.

Rumour says that the *Fuscho* will be repaired sufficiently to allow her being towed up to Chinkiang, where she will be used as a hulk.

## VISITORS.

The Rev. Dr. Hykes, representing the American Bible Society, and the Rev. G. H. Bondfield of the British and Foreign Bible Society, have just visited Canton. Dr. Hykes gave an instructive and interesting address on the present prospects of peace and progress in China. He takes a hopeful view of the future.

## THE LOSS OF THE 'SOBRONA.'

Presentations at Foochow.

The *Foochow Echo* of the 16th November contains the following—

It is a graceful act of the P. & O. Company to add a little souvenir to their acknowledgments of the spontaneous assistance rendered them by officials and others here at the time of the wreck of their steamer *Sobrona*. These souvenirs arrived this week, and have been on view at the offices of Messrs. Gibb, Livingston & Co., the Agents of the Company. The silver cups are of beautiful design and perfect workmanship, and all the other gifts are the best of their kind. Each article bears, on a silver plate, the inscription: 'Presented by the Directors of the P. & O. Company as a token of their appreciation of the services rendered by (here is suggested the name, and title if any, of the recipient) on the occasion of the stranding of the s.s. *Sobrona* on Tung Yung Island, April, 1901.'

The following is a list of the inscriptions on the souvenirs named:

To His Excellency, Viceroy Hui Ying-kuei: a silver Cup and One of Champagne.

To His Excellency Chen Tung-shu: chief Director of the Foreign Board: a Silver Cup.

To Tung Ting-sui, Esq., Deputy Foreign Board Member: a Silver Cup.

To Yen Ching-shiang, Esq., Magistrate at Chung Lok: a Silver Cup.

To Taotai Young Man-Ding, (Head Quarters Army): a Silver Cup.

To Mr. Ping Tzu-Kuei, Assistant Director, Foreign Board: a Gold Watch.

To Captain Wang, H.C.M.S. *Franchise*: a Gold Watch.

To Captain Li of H.C.M.S. *Chinghai*: a Ross Prismatic Binoculars.

To Colonel Fan, of the Chinese Army: a Ross Prismatic Binoculars.

To Mr. Molanes, I.M. Customs, Pagoda: a Carriage Clock.

To the Misses Molanes: each a Gold Bracelet.

Mr. Gibb had made special arrangements to make the presentations in person, privately, on behalf of the Company, and commenced with the Viceroy, who was pleased to receive him at the Viceroy's yamen yesterday for the purpose. His Excellency expressed himself gratified that his small services, which at first all he said, were only a duty, should have been thought of so kindly by the Company. He graciously undertook that the souvenirs for other officials in the city should be forwarded from his yamen. Mr. Gibb will present the rest.

## REVIEW.

THE WOULD-BE-GOODS. By E. Nesbit. Unwin's Colonial Library, New Set, No. 95. T. Fisher Unwin, London, 1901.

Those who enjoyed this author's *Treasure Seekers*, reviewed in these columns some time ago, have here abundant fresh matter for innocent laughter, in the further fourteen adventures of the six motherless Beatable children—Oswald, Dora, Dickie, Alice, Noel and H. O. They have moved from the Lowisham Rd., where we found them in the earlier book, to a big red house on Blackheath, where they meet with Daisy and Denis Foulkes. After pranks inspired by Rudyard Kipling's *Jungle Book*, they are packed off to live in the Country at an 'old manor, Most House. There they determine to reform, and form the Society of the Would-be-Goods. They get into all manner of absurd scrapes, from which they are extricated on different occasions, by Mrs. Pettigrew, the good natured housekeeper, Albert's Uncle, and the jovial Pig-man. The chronicle of their ludicrous impossible doings are unfailingly amusing. Nineteen capital illustrations supply excellent elucidation to the text; they are by Arthur H. Backland.

KEAN: 'I ain't your wife afraid to drive that horse? Steam? Not at all. It's the people she meets who are scared.'

'I'll have to leave your service, sir,' said the coachman to the trusty magnate. 'I'm sorry to hear that, John. Why? Every time I drive you out, sir, I hear people say: "There goes the scoundrel," and I don't know which of us they mean.'

## HAD NO APPEHTE.

Mrs. Pearson, 1254 Bay St., says her daughter was all run down, and that she had no ambition and couldn't eat. A friend advised her to take Stearns' Wine of Cod Liver Oil. She has taken seven bottles and wouldn't be without it.

## ANTI-FOREIGN PLACARDS AT FATSCHAN.

Prompt Action of French Consul.

We learn from native sources that thanks to the vigilance of the Roman Catholics in Fatschan and the very prompt action of the French Consul in Canton, M. Hardouin, a very serious attempt to make trouble has been nipped in the bud. Last moon, Fatschan was placarded in many places with an anonymous sheet coolly saying that the local magistrate was to be killed, the chapel burned and the foreign houses pulled down. This business was brought to the notice of the Viceroy by the French. His Excellency at once communicated with the Nanchow magistrate, who put out a proclamation. From this official document, it is apparent that the threatened disturbance was deliberately planned by an organization having a following of over one thousand members. The leader of this band is known, and also the man who was financing the diabolical scheme. Every effort should be made to bring them to justice.

## STUDYING ECONOMY IN JAPAN.

The failure of the Government to place Japanese bonds in the United States has thrown it back on its own resources, and it appears likely that the breakdown of the negotiations will prove of benefit to Japan. We do not believe for a minute that there is any distrust of Japanese credit in America. The failure has resulted from other reasons over which Japan has no control; but persons and countries, even with unlimited credit and great expectations, do better to live within their incomes than realise on future prospects. This is apparently what the Japanese Government has decided to do—for the present, all events; and with brightening trade prospects it is to be hoped that the necessity for a foreign loan may be tided over.

Mr. Sone, the Minister for Finance, made a statement on the 7th inst. to a deputation from the Journalists' Institute at Tokyo as to the Government's financial policy, from which it appears that the total amount of the extraordinary expenditure to be provided by the Government for the present fiscal year is about yen 54,000,000. This is arrived at as follows: The total expenditure on Government works for the fiscal year, including the cost of works brought over from the preceding year, was originally yen 70,000,000. It is now the last Cabinet arranged to postpone works costing about yen 9,000,000, while the repayment of a loan of yen 7,000,000 from the Bank of Commerce was also postponed. This leaves the Government about yen 54,000,000 to find, and consequent upon the failure of the negotiations to place a loan in America the following scheme has been drawn up. Of the total amount required—yen 54,000,000—it is proposed to draw yen 25,000,000 from Government deposits, and to raise the remaining yen 29,000,000 by cutting down the items of extraordinary expenditure. Thus, some money is to be saved out of the Army and Navy Estimates, and some is to be raised by the efficiency of the two forces, while the postponement of works in various other Departments will go to make up the total. So much for the present fiscal year. With regard to the next fiscal year more drastic reforms are to be introduced. The expenditure was originally estimated at about yen 23,600,000, which was proposed to raise by the issue of bonds. The scheme now is to cut down this amount to some yen 17,000,000 and to raise the whole amount out of Government revenues, which, it is not necessary to doubt, can be easily done. That these proposals are really due to the raising of loans there can be no doubt. Steady economy for two or three years would place the Government finances on a sound basis, and it would be able to continue works of public improvement without the sale of factory fueling that it was able to afford it. At the same time it is to be hoped that the economic policy will be carried out judiciously.

It would be very unwise, for instance, to cut down the salaries of poorly paid officials. The true economic policy, on the other hand, would be to raise salaries, since it is only by that means the Government can hope to secure the services of efficient men, and efficiency, it need hardly be pointed out, makes for economy. It is in the direction of the postponement of public works that the saving should be effected. No doubt many of these public works are urgently needed, but Governments, like private companies, can not be carried on successfully if all the capital is sunk in plant and nothing left for working expenses. Mr. Sone is to be congratulated on having introduced such measures of reform in the financial affairs of the country, and it is to be hoped he will be able to carry them through successfully.—*Kobe Chronicle*.

'These poems in everything, said the ecstatic poet. 'That's true,' replied the editor. 'That waste-paper basket over there is simply full of it.'

A very stout lady got into an omnibus and overheard the grumbly remark of a man there: 'Omnibuses were not made for elephants.' 'Sir,' she replied, 'omnibuses are like Noah's Ark—intended to carry all kinds of beasts.'

## Consumption.

Consumption is a disease dreadful in its effects. It is widely prevalent, its grip is everywhere, and only those persons in robust health are safe, comparatively, from its attack. If you have a hacking cough, weak lungs, impure blood, a weakened constitution, you are an easy prey to consumption, and should take steps at once to build up your system. Stearns' Wine of Cod Liver Oil is the only longer necessary to punish yourself by gnawing and retching, trying to force down the old-time cod liver oil or its emulsion. That custom belongs to the days of the fallow-dip, stage-coach and the use of sordid purgatives. Stearns' Wine of Cod Liver Oil contains the medicinal essence of Cod Liver Oil in a heightened degree of activity, and will do all that God Liver Oil will do, and more too. This accounts for the curative effects of Stearns' Wine of Cod Liver Oil in consumption, and all diseases where the system is weakened and emaciated. At all Chemists, and Wholesale from A. S. Watson & Co., Ltd., Hongkong.

For the past quarter of a century there has been one continuous flow of letters bearing testimony to the truly wonderful cures effected by Stearns' World-famed Blood Mixture, the finest Blood Purifier that science and medical skill have brought to light. Sufferers from Scrofula, Scary, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of any kind are invited to give it a trial to test its value. Sold everywhere at 2s. 6d. per bottle. Beware of worthless imitations and substitutes.

At old soldier who had served his twenty-one years was discharged at Portsmouth. He went to the station with his wife and children, and demanded three half-fare tickets for his three youngest. 'How old are they?' asked the booking clerk suspiciously. 'Eleven years,' said the mother. 'They're triplets,' was the answer. 'Fine youngsters,' cried the clerk. 'Where were they born?' 'Fairbank was born in Cairo, Bridget was born in Bombay, and Mick was born in Madras,' was the proud reply.

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## HOIHOW.

(From Our Own Correspondent.)

HAINAN, November 28.

Everything has been, as usual, quiet at Hoihow. The rice crop, which is just harvested, is generally good in all parts of Hainan, and trade in this port is in consequence prosperous.

A French mining engineer has recently gone into the interior of the *Loi* county of the island, where there are placer gold mines, and he is expecting to visit other mineral deposits, which are known to exist near the west coast.

There have been persistent reports that the French are to take possession of Hainan. These reports have gone even to the districts of the interior. There seems to be no basis of truth for the rumour, other than arises in the visit of this engineer, and in the transfer of the accounts of the native custom house to the I.M. Customs. The latter change has been made with very little comment from the natives.

The American Presbyterian Mission held recently, at Nodok, their Annual Mission Meeting. At this time, the independent Protestant missionaries, who were working in Hainan, became members of that Mission, which now contains all the Protestant missionaries of Hainan.

The beautiful bright weather, with the cool northern monsoon, is very delightful here now, and all the island seems like a pleasure resort, which has been neglected by the rest of the world.

Mentioning pleasure reminds me that the committee has been appointed for the annual Christmas sports, and they are preparing a programme and securing prizes, which will no doubt give the community as much pleasure as they have had in any previous Christmas celebration.

## ARE ALL THE DESTROYERS WEAK?

Engineering, commenting on the decision of the court-martial as to the loss of the *Cobra*, says there is no getting away from the fact that none of our destroyers at least are dangerously weak in their construction.

Few, we think, will hold the view expressed by Mr. Parsons, in giving evidence before the court-martial, when he said he thought the *Cobra* was intended to be a fair-weather boat, or that destroyers should not be able to 'knock about in weather that causes larger vessels to seek shelter.'

These craft were distinctly intended to accompany the fleet; and craft of this size cannot, if they are to be any good, keep in the neighbourhood of a port of refuge.

They must be able to take the sea and keep the sea in all weathers. There is no reason why well-designed and well-built destroyers should not do so. To design craft that are liable to have their backs broken if they meet a wave of their own length would be a piece of foolishness that no competent naval authority has ever contemplated, and certainly the Admiralty would never be justified in asking sailors to venture to sea in such craft. However, the proposition is too far fetched to be worth discussing, especially as there is no necessity to contemplate the need for such a thing. A thorough overhaul of the destroyers throughout the Navy will, (Engineering) presume, be undertaken. It is no good blinking the fact that errors have been made, or else too much has been taken for granted. These small steel craft have proved themselves so tough that an impression has been given up that they can hardly be injured, and though that may be true if they are properly put together, the process is one needing the greatest skill and care, which, it is to be feared, has not always been given. The necessary calculations will have to be undertaken to discover whether a sufficient margin of strength in the scantling has been left for safety, the data being obtained, not from drawings, but by measurements taken from the actual vessels. A close inspection will also be made of the whole structure to find whether there are any unexpected places of weakness, due to improper working of material, to uncompensated-for deck openings, or to bad disposition of parts. For instance, bulkheads should be attached to the hull structure so that the stresses they transmit are well distributed, and care should be taken that no abrupt and sudden changes of section occur. Some of these vessels are reported to have midship cross-bulkheads in conjunction with wing bulkheads. The bulkheads to the latter form an important element of longitudinal strength. It would be interesting to know whether these fore-and-aft bulkheads are continued through the cross-bulkhead or not. The riveting of lightly-plated vessels is a matter upon which a good deal depends. It is a very close riveting in torpedo boats, and it is a very close riveting in the ordinary hot riveting in such plates. There is no need here to point out the necessity of close good riveting: to obtain the strength due to friction of parts pressed hard together. Plating that is true also gives the most strength. There is a great deal more than mere appearance to consider in the most difficult art—light plating. All these and a hundred other points must be considered in the construction of torpedo craft. The design and their building are special branches of the naval architect's profession, and the shipbuilder's craft, proficiency in which is only obtained by long study and extended experience.

## 'ABOUKIE' AND 'CRESSY'.

Increased Rapidity of Fire.

The gun trials of the *Aboukie*, armoured cruiser sister ship to the *Cressy* were recently carried out at Portsmouth. Satisfactory as the trials of the *Cressy* proved, it was felt that, by making some alterations to the breech gear and to the loading arrangements, an increase of rapidity of fire might be obtained. The principal alteration lay in providing hydraulic power for hoisting the cordite charges instead of hand power, as with the latter it was hard work to keep up a supply of two rounds a minute. Accordingly the Admiralty asked for hydraulic power capable of raising three rounds a minute, and the contractors supplied power which, on trials, hoisted 42 rounds in a trifle less than 10 minutes. The *Cressy* got detained at Portsmouth by the accident to her steering gear and the Admiralty seized the opportunity to have her fitted with the new power gear before she left. So promptly was the matter put through by the contractors, and by the Portsmouth Dockyard authorities, that the work was completed well within the time required, so that the *Cressy* left England as perfect in this respect as her sister ship.

The main result of the *Aboukie*'s trials can be summed up by saying that on board the *Cressy* five rounds were fired from a 9.2 in. gun in 32 seconds, and on board the *Aboukie* the same number of rounds was fired in 25 seconds. Thus the improvement, based on the *Cressy* trials, augmented the power of the *Aboukie*'s 9.2 in. armament in the proportion of 100 to 82—a very substantial gain.

Five rounds in 25 seconds from a 9.2 in. gun, firing a shot of 350 lb., with cordite charge of 52 lb., and commencing with the gun empty and the breech closed, by a long way beats all records hitherto obtained either in England or abroad, and when it is recalled that five years ago one round a minute from such guns was considered very satisfactory, the progress made will be appreciated. A ship would go into action with her guns loaded, and would thus be able to fire not only five, but six, rounds in 25 seconds always providing that the firing was prompt, and this end is not only in view, but has in some ships been attained, thanks to the aiming apparatus invented by Captain Percy Scott, without which, it is understood, none of our warships will in future be commissioned.

A Weathercock Jury. A recent issue of the *Strait Times* contains the following paragraph:—A peculiar incident illustrative of the ineptitude of our present jury system occurred before Mr. Justice Law at the Assizes this morning. Tan Sek, an old offender, who had suffered seventeen previous convictions, had been arrested on a charge of attempted burglary—a charge subsequently reduced to one of criminal trespass. He pleaded not guilty, and was accordingly tried before the Justice and a jury consisting of Messrs G. V. Hansen, Khoo Tek Choon, A. G. Faber, L.P. Herment, W. Edwards, A. M. Fernandez and A. Franzen. The gist of the testimony was of small interest, but when the case was committed to the jury, it returned a verdict of not guilty. The Judge sent the gentlemen back to reconsider their decision. They retired again to deliberate and when they had so deliberated, the Foreman stated that they could not agree but stood 5 to 2 in favour of conviction. The Judge sent them back to think still more. The next time they found Tan Sek guilty as charged, and he was accordingly sentenced to three months' imprisonment—the fully penalty for the offence of criminal trespass.

CLARK'S WORLD-FAMED BLOOD MIXTURE.—The most searching Blood Cleanser that science and medical skill have brought to light. Sufferers from Scrofula, Scary, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of any kind are invited to give it a trial to test its value. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 6d. per bottle. Beware of worthless imitations and substitutes.

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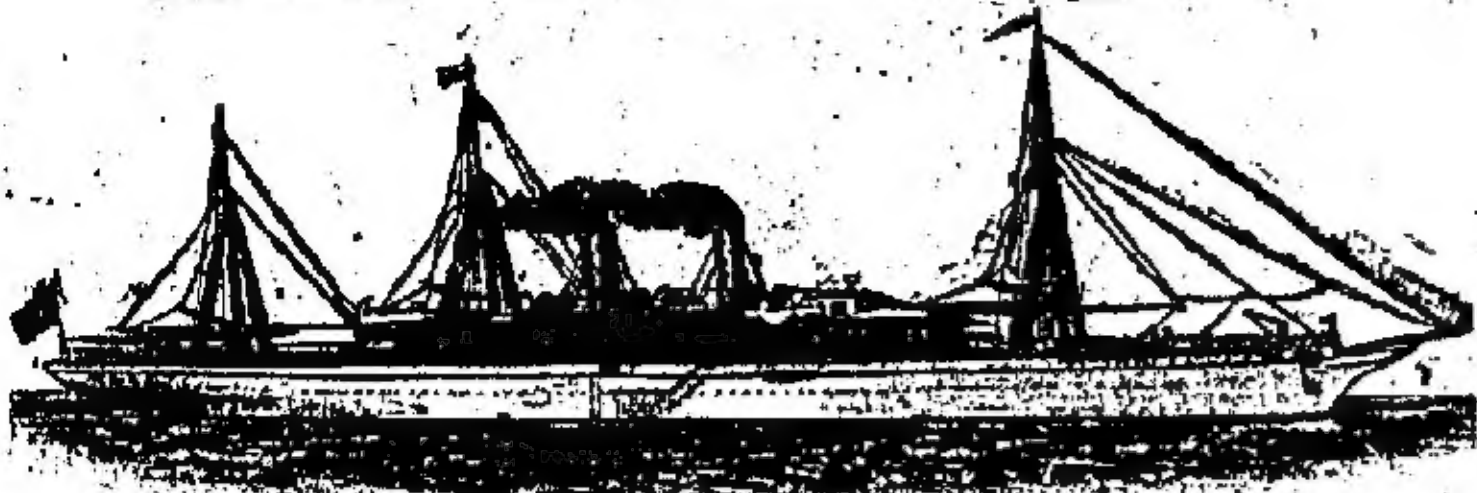
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CLARK'S WORLD-FAMED BLOOD MIXTURE.—The most searching Blood Cleanser that science and medical skill have



## Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
SAFETY—SPEED—PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.  
Saving 3 to 7 Days across the Pacific.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)  
\*ATHENIAN, 3882 Tons, Comdr. H. MOWAT, R.N.R., WEDNESDAY, 4th Dec., 1901  
EMPEROR OF JAPAN, Comdr. H. MOWAT, R.N.R., WEDNESDAY, 18th Dec., 1901  
EMPEROR OF CHINA, Comdr. R. ARCHER, R.N.R., WEDNESDAY, 18th Dec., 1901  
\*TARTAR, 4425 Tons, Comdr. E. BEETHAM, R.N.R., WEDNESDAY, 29th Jan., 1902  
EMPEROR OF INDIA, Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, 12th Feb., 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VICTORIA (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the TRANS-PACIFIC TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

## Special Extra Service.

The Company's Extra Steamships 'ATHENIAN' and 'TARTAR' have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings. In addition to the excellent First Saloon Passenger accommodation, the 'ATHENIAN' takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Stevedores. The 'TARTAR' takes First Class and Stevedore Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

Hongkong, November 21, 1901.

D. E. BROWN, General Agent,  
PRINCE STREET, 1112

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR	STEAMSHIP	CAPTAIN	DATE.
KOBE	Tientsin	W. W. COOKE, R.N.R.	About 30th Nov.
LONDON	Japan	C. C. TALBOT, R.N.R.	Noon, 30th Nov.
LONDON &c.	Ballaarat	R. A. PETERS	Noon, 7th Dec.
SHANGHAI	Java	G. W. GORDON, R.N.R.	About 9th Dec.
SHANGHAI, &c.	Paletta	A. G. CURRIE, R.N.R.	About 7th Dec.

## PASSENGER SEASON 1902.

MARSEILLES, PLYMOUTH AND LON. Oriental, 5284 Tons, 29th March.  
DON Direct without Transshipment Malta, 6064 " 12th April.  
\* See Special Advertisement.  
† For Freight only.

For Freight or Passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office,  
Hongkong, November 29, 1901.

979

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMSHIP	TO SAIL
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN,		
TOWNSVILLE, BRISBANE,		
SYDNEY AND MELBOURNE		
SHANGHAI	Whampoa	3rd December.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, November 29, 1901.

76

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS in the LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

FOR	STEAMSHIP	CAPTAIN	DATE.
FOR HAVRE AND HAMBURG.			
CALLING AT SINGAPORE AND COLOMBO.			
S.S. Marburg	Capt. ZACHARIAS	30th November, Freight.	
FOR HAVRE, BREMEN AND HAMBURG.			
CALLING AT SINGAPORE AND PENANG.			
S.S. Sueda	Capt. BORER	14th December, Freight.	
FOR HAVRE AND HAMBURG.			
CALLING AT SINGAPORE AND COLOMBO.			
S.S. Serbia	Capt. BRENNER	28th December, Freight.	
FOR HAVRE AND HAMBURG.			
CALLING AT SINGAPORE AND PENANG.			
S.S. Nuenberg	Capt. AMOROS	6th January, 1902, Freight.	
FOR HAVRE AND HAMBURG.			
CALLING AT SINGAPORE AND COLOMBO.			
S.S. Strassburg	Capt. MANNEN	13th January, 1902, Freight.	

For further particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE

Queen's Buildings, No. 1.

1298

## Shipping.

## IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
POINTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January.
PREUSSEN	WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 19th February.
SACHSEN	WEDNESDAY, 5th March.
KIAUSCHOU (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 19th March.
STUTTGART	WEDNESDAY, 2nd April.
KONIG ALBERT	WEDNESDAY, 16th April.
PRINZESS IRENE	WEDNESDAY, 30th April.
PRINZ HEINRICH	WEDNESDAY, 14th May.
PREUSSEN	WEDNESDAY, 28th May.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 11th June.
HAMBURG	WEDNESDAY, 25th June.

ON WEDNESDAY, the 11th day of December, 1901, at Noon, the Steamship STUTTGART, of the NORDDEUTSCHER LLOYD, Captain P. GROSCH, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 9th December, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 10th December. Parcels will be received at the Agency's Office until Noon on TUESDAY, the 10th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Lagen can be washed on board.

## Norddeutscher Lloyd.

For further Particulars, apply to

1047

Melchers & Co., Agents.

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Steamer.	Tons.	Captain.	Proposed Sailing.
Duke of Fife	3821	J. S. Cox	December 3
Tacoma	2811	A. Dixon	December 17
Victoria	3542	J. Panton	December 27
Olympia	2837	J. Truebridge	Jan. 10, 1902

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctor and Stewardesses carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK, route.

## HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA to DRYA and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Service. For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, November 27, 1901.

422

## OCEAN STEAMSHIP COMPANY

OUTWARDS.  
FROM GLASGOW AND LIVERPOOL... 7th December.  
GLASGOW AND LIVERPOOL... 16th December.  
GLASGOW AND LIVERPOOL... 24th December.  
S. S. 'DEUCALION' from GLASGOW AND LIVERPOOL, has arrived.

FOR LONDON... 30th November.  
LONDON... 16th December.  
LIVERPOOL DIRECT... 15th December.  
(Taking Cargo at London Rates) LION... 15th December.  
LIVERPOOL DIRECT... 15th December.  
(Taking Cargo at London Rates) PATROCLOS... 15th January, 1902.  
LONDON... 24th December.  
LONDON... 7th January, 1902.  
LONDON... 21st January, 1902.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

2402

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
Steamers: KAGA MARU, J. W. ECKSTRA, SADO MARU, W. THOMPSON, MIKE MARU, N. YAM, KAWASHIMA MARU, K. KAMI, KIKUCHI MARU, C. B. BUTLER, KIKUCHI MARU, O. OHNO.  
Destinations: VICTORIA, B.C., and SEATTLE, U.S.A. Via SHANGHAI, MOI, KOBE and YOKOHAMA. KOBE and YOKOHAMA. BOMBAY, Via SINGAPORE and COLOMBO. MOI, KOBE and YOKOHAMA. MARSHALLS, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID. VICTORIA, B.C., and SEATTLE, U.S.A. Via SHANGHAI, MOI, KOBE and YOKOHAMA.  
Sailing Dates: MONDAY, 2nd Dec., at 4 p.m. FRIDAY, 6th Dec., at Daylight. FRIDAY, 6th Dec., at Noon. MONDAY, 9th Dec., at Noon. FRIDAY, 13th Dec., at Daylight. MONDAY, 16th Dec., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Charter Road.

A. S. Mihara, Manager.

Hongkong, November 29, 1901.

779

## Shipping.

## FOR SHANGHAI AND CHINGKIANG.

THE Steamship ELITA NOSSACK, Captain BERNI, will be despatched for the above Ports on SATURDAY, the 30th Inst., at 4 p.m.

For Freight, apply to EAST ASIATIC TRADING Co., Ltd., Agents.  
Hongkong, November 27, 1901. 2429

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship DAIKI MARU, Captain T. KAWA, will be despatched for the above Ports on SUNDAY, the 1st December.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.  
Hongkong, November 25, 1901. 2389

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

## FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Co.'s Steamship ANPING MARU, Captain N. KAWA, will be despatched for the above on or about MONDAY Next, the 2nd December, instead of as previously notified.

For Freight or Passage, apply to P. DE CHAMPMORIN, Acting Agent.  
Hongkong, November 29, 1901. 2398

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR FOCHOOW VIA SWATOW AND AMOY.

THE Company's Steamship ANPING MARU, Captain S. KAWA, will be despatched for the above Ports, on WEDNESDAY, the 4th December, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.  
Hongkong, November 20, 1901. 2364

## THE OSAKA SHOSHEN KAISHA, LTD.

## FOR ANPING VIA SWATOW &amp; AMOY.

THE Company's Steamship MAIDZURU MARU, Captain T. SAKO, will be despatched for the above Ports on WEDNESDAY, the 11th December.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, November 28, 1901. 2436

## AUSTRIAN LLOYDS STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUMIE &amp; TRIESTE.

(Taking Cargo at through Rates to the BRITISH, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship AUSTRIA, Capt. FELNER, will be despatched as above on TUESDAY AFTERNOON, the 17th December.

The Steamer has magnificent Accommodation for Passengers; Electric Light. A Doctor is carried.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.  
Hongkong, November 28, 1901. 2714

## SHEWAN TOMES &amp; Co.'s NEW YORK LINE.

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship ACARA, Capt. KILGOUR, will be despatched as above on or about the 17th December, 1901.

And by THE Steamship ASAMA, Capt. BERNI, on or about 27th Dec., 1901.

For Freight apply to SHEWAN TOMES & Co., Agents.  
Hongkong, November 23, 1901. 2303

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, Etc.

Thyra... About 20th Dec.

THE Steamship Thyra will be despatched for SAN DIEGO, AND SAN FRANCISCO, VIA HAKODATE, MOI, KOBE, YOKOHAMA AND HONOLULU, on or about 20th December.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to SAN DIEGO, SAN FRANCISCO, and other ports, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, November 29, 1901. 2061

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA

THE Company's New Steamship ZAFIRO, Capt. A. RAMSAY, will be despatched as above on SATURDAY, the 30th November, at Noon.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light.

For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers.  
Hongkong, November 28, 1901. 2411

## Shipping.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA

THE Company's New Steamship ZAFIRO, Capt. A. RAMSAY, will be despatched as above on SATURDAY, the 30th November, at Noon.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light.

For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers.  
Hongkong, November 28, 1901. 2411

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

## VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.  
KURDISTAN... About 5th Dec.  
LENNOX... About 15th Dec.  
ORONSAY... About 31st Dec.  
AFRIDI... About 10th Jan.  
HILGLEN... About 20th Jan.  
LOWTHER CASTLE... About 31st Jan.

For Freight and further information apply to DODWELL & CO., LTD., Agents.  
Hongkong, November 28, 1901. 2370

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY &amp; FOCHOOW.

THE Company's Steamship HATIAN, Captain ROACH, will be despatched for the above Ports, on SUNDAY, the 1st Dec., at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.  
Hongkong, November 27, 1901. 2425

## NOTICE.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; PORTS OF BRAZIL &amp; RIVER PLATE.

ON MONDAY, the 2nd December, at 1 p.m., the Company's Steamship ERNEST SIMONS, Capt. VAQUIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES VIA BATAVIA.

This Steamer comes at Colombo with the t. a. Oceanic, which vessel takes on her Passengers and Mails, leaving that port on the 14th December, direct to SUEZ, PORT SAID AND MARSEILLES.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 1st Dec. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.  
Hongkong, November 20, 1901. 2382

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship BALLARAT, Capt. R. A. PETERS, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 7th December, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWITT, Superintendent.  
Hongkong, November 22, 1901. 2395

## P. &amp; O. S. N. Co.'s Office.

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &



**Banks.**

**DEUTSCH-ASIATISCHE BANK.**  
PAID-UP CAPITAL, 8<sup>1</sup>/<sub>2</sub> Mil. 5,000,000.  
HEAD OFFICE: SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BERLIN. HANKOW. TSINGTAU (KIAUSCHOU).  
BILANCING. CALCUTTA. TIENTSIN.

LONDON BANKERS :  
Messrs N. M. Rothschild & Sons.  
Union Bank of London, Ltd.  
Deutsche Bank (Berlin), London Agency  
Direction der Disconto Gesellschaft.  
Interest allowed on Current Account  
Deposits received on terms which may be  
seen on Application. Every description

of Banking and Exchange business transacted.  
E. F. GROS,  
*Acting Manager.*  
Hongkong, May 30, 1901. 299

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**THE CHARTERED BANK OF INDIA  
AUSTRALIA, AND CHINA.**

INCORPORATED BY ROYAL CHARTER 1853.  
HEAD OFFICE, LONDON.

---

CAPITAL PAID-UP ... ..	£800,000
RESERVE LIABILITY OF SHARE-	
HOLDERS ... ..	£800,000
... ..	£575,000

**INTEREST** allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months	4	%
" " " 6 "	3½	%
" " " 3 "	2½	%

T. H. WHITEHEAD,

Manager.  
Hongkong, July 9, 1901. 84

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HUMPHREYS ESTATE & FINANCIAL  
COMPANY, LIMITED.

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CAPITAL FULLY PAID-UP £ 1,000,000

**RESERVE FUNDS** ... .. 125,000

*Directors :*  
J. S. VAN BUREN, Esq.  
C. EWENS, Esq. | C. S. SHARP, Esq.  
H. W. SLADE, Esq. | HO TUNG, Esq.

*General Managers :*  
JOHN D. HUMBREYS & SON

**THE HONGKONG AND SHANGHAI BANKING CORPORATION.**

**THE** Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, and

**Trustees, Receivers, House and Estate Agents for Residents or non-Residents and, on Commission, to buy or sell Property, to advance money against Mortgage**

to invest funds in Mortgage or otherwise  
to buy or sell Shares or Local Stocks, and  
generally to act for those who may be  
temporarily or permanently absent from  
the Colony.

JOHN D. HUMPHREYS & SON  
General Managers.  
Hongkong, May 13, 1901. 36

## Insurances.

**THE MOST SACRED**

There is no Investment  
that Men Possess, which  
sooner or later they look to  
as a source of income.

Life

## Assurance.

**The Equitable Life.**  
It has the greatest STRENGTH, as well

as the greatest **EARNING POWER.**  
Write for a Sample Policy to  
**F. KIENE, Manager,**

2607 Hongkong.

---

**SALAMANDER FIRE INSURANCE  
COMPANY.**

**T**HE Undersigned having been appointed  
AGENTS for the above Company and  
prepared to accept Risks against Fire

Current Rates.  
HOTZ, s/JACOB & Co.  
Hongkong, March 31, 1900. 7

**UNION ASSURANCE SOCIETY**  
(Instituted in the Reign of Queen Anne)

CAPITAL FULLY SUBSCRIBED, £450,000.  
CAPITAL PAID UP, £180,000.  
TOTAL INVESTED FUNDS EXCEED £3,450,04

**TOTAL ANNUAL INCOME, £1,103,883.**

**THE** Undersigned, having been appointed  
**AGENTS** of the above Society in Hong

1142 HARRY WICKING & Co.,  
Praya Central.

**NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.**  
TOTAL FUNDS AT 31ST DECEMBER, 1906

	£14,732,681.	
Authorised Capital.....	£3,000,000	0
Subscribed Capital.....	£2,750,000	0
Paid-up Capital.....	£687,600	0

**H**AVING been appointed AGENTS of the above Company, we are prepared to

Accept EUROPEAN and CHINESE BANKS  
Current Rates.  
SHEWAN, TOMES & Co.  
Agents.

Hongkong, July 3, 1952

THE STANDARD LIFE OFFICE

ONLY THREE BRITISH LI

OFFICES COMPLETED  
TWO MILLIONS STERLING OF NEW  
ASSURANCES LAST YEAR.  
THE STANDARD'S FIGURES WERE  
1920 182

Prospectuses, Rates and all particulars may be obtained from  
**DODWELL & CO., LIMITED**  
Agents

10 | Hongkong, April 8, 1901. | 10-



100 micrometers

Class	Tone	Gun	IHP	Captain	Lost reported at
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Name.	Class	Tons.	Guns.	I. H. P.	Captain.	Local reported at.
Alacrity	despatch-vessel	1700	—	3000	Comdr. Seymour M. Erskine	Hongkong
*Albion	battleship, 1st class	12,850	16	13,500	Captain W. W. Hewitt, R.N.	Yokohama
Algérie	sloop	1490	6	1490	Commander Webster Carey	Hankow
Arctura	cruiser, 2nd class	4300	10	5000	Captain J. Starin	Hongkong
Argonaut	cruiser, 1st class	11,000	16	18,000	Captain H. Cherry	Yokohama
Asotra	cruiser, 2nd class	4360	10	9000	Captain C. J. Baker	Hongkong
Aurora	armoured cruiser, 1st class	6060	12	8500	Captain E. H. Bayly, C.B.	Hongkong
Blenheim	cruiser, 1st class	9068	12	13,000	Captain F. H. Henderson	Hongkong
Bramble	gunboat, 1st class	710	6	1400	Lt.-Com. M. M. Leake	Hongkong
Breid	cruiser, 2nd class	1770	6	3500	Comdr. H. Martin	Singapore
Brisk	gunboat, 1st class	710	6	1300	Lt.-Comdr. E. A. Baird	Nanking
Burmah	cruiser, 1st class	12,096	14	21,000	Captain H. M. Tudor	Hongkong
Caernarvon	water tank and tug	390	—	300	Master P. Passmore	Hongkong
Chloris	sloop	1140	8	3000	Comdr. W. G. Pakenham	Hongkong
Edgemoor	cruiser, 2nd class	5986	11	9000	Captain R. H. S. Stokes	Shanghai
Eclipse	cruiser, 1st class	7350	12	10,000	Captain R. H. S. Stokes	Hongkong
Endymion	g.-b. 3rd class coast defence	363	3	200	Lieut.-Com. W. F. Bluck	Tung-ting Lake
Fame	torpedo boat destroyer	390	4	5700	Fleet Reserve	Hongkong
Firebrand	torpedo boat	455	4	360	Lt.-Com. G. B. Beatty-Pownall	Canton
*Gloria	battleship, 2nd class	12,950	16	13,500	Captain W. A. Carter	Hongkong
Goliath	battleship, 1st class	12,950	16	13,500	Captain Lewis Winz	Wei-hai-wei
Handy	torpedo boat destroyer	— 275	—	4000	Lieut.-Com. G. C. Hardy	Wei-hai-wei
Hunter	torpedo boat destroyer	1640	—	800	Fleet Reserve	Hongkong
Janus	torpedo boat destroyer	280	0	3900	Comdr. H. J. Davison	Hongkong
Kinsla	river gunboat	180	2	800	Fleet Reserve	Hongkong
Moorehen	river gunboat	180	2	800	Lt.-Comdr. G. B. Powell	Yangtze-Kiang
Ocean	battleship, 1st class	12,950	16	13,500	Re-building	Hongkong
Orlando	armoured cruiser, 1st class	850	12	5500	Captain G. H. White	Yokohama
Phoenix	torpedo boat destroyer	850	6	1300	Captain J. H. T. Burke, C.B.	Woo-sung
Phonix	gunboat, 1st class	1015	6	6000	Lt.-Com. C. P. Mansel	Wei-hai-wei
Pigmy	gunboat, 1st class	755	6	720	Commander W. H. Nicholson	Hankow
Pique	cruiser, 2nd class	5690	5	7000	Lt.-Comdr. A. E. Oldham	Nagasaki
Flower	gunboat, 1st class	755	6	1260	Capt. Harry C. Reynolds	Shanghai
Rambler	Surveying-vessel	325	—	450	Lt.-Com. Hector Watts-Jones	Hongkong
Rapier	gunboat, 1st class	805	6	750	Lt.-Com. Morris H. Smyth	Hongkong
Rokin	river gunboat	85	2	240	Lt.-Com. Charles F. Corbett	Hongkong
Rosario	sloop	980	6	1440	Lieut.-Com. G. G. Webster	Canton
Sandpiper	river gunboat	85	2	240	Comdr. C. A. W. Hamilton	Wei-hai-wei
Saige	river gunboat	85	2	240	Lieut.-Com. Murray Leekhart	Hongkong
Swift	gun-vessel, 1st class	755	6	870	Lt.-Comdr. H. W. Dalgity	Shanghai
Talisman	torpedo boat destroyer	260	6	6500	Fleet Reserve	Hongkong
Talbot	cruiser, 2nd class	5600	11	9000	Captain F. G. Stopford	Nanking
Tauxar	receiving ship	4656	6	—	Commander Francis Powell, C.B.	Hongkong
Teal	river gunboat	180	2	800	Re-building	Hongkong
Terrible	cruiser, 1st class	14,200	14	25,000	Captain Percy Scott, C.B.	Wei-hai-wei
Tweed	coast defence gunboat	363	3	200	Temporarily employed surveying	Hongkong
Waterwitch	Surveying ship	450	—	500	Lt.-Com. W. G. Lums	Hongkong
Wiggins	torpedo boat destroyer	390	6	5900	Lt.-Com. C. Mackenzie, D.S.O.	Hongkong
Wivern	coast defence ship, armoured	2750	4	1000	Fleet Reserve	Hongkong
Woodcock	river gunboat	150	2	560	Lieut.-Com. Hugh Semerville	Hankow
Woodrark	river gunboat	150	2	560	Lieut.-Com. H. E. Hillman	Poyang Lake

\* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief  
 \*\* Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

No.	Year of Description	Tons	Cases	H P.	Captain	Last reported at
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Name.	Flag and Description.	Tonnage.	Comd'g Officer.	Home Port.	Remarks.
Aspern	Austrian cruiser	976	—	—	Capt. Weber
Maria Theresa	Austrian cruiser	5900	30	10,000	Captain Cœulich
Alouette	French gunboat	300	—	—	Lieut. A. Bolly
Aspic	French gunboat	475	8	450	Commander Journet
Bengali	French cruiser	380	—	—	Lieut. Filu
Dugassac	French cruiser	4000	19	9000	Capt. Lefèvre
Classouep Laubet	French cruiser	3800	—	—	Capt. De Epinsky St. Luc
Cometo	French gunboat	525	—	—	Commander Louel
Dacéde	French gunboat	610	—	—	Commander Lesany
D'Entrecasteaux	French flag ship	8144	14	12,500	Captain Mandiles
Debarois	French cruiser	4000	14	8500	Capt. de Saurin
Edmirour	French cruiser	1658	8	2050	Capt. Texier
Elmag	French cruiser	3739	10	9000	Captain Adam
Kersaint	French gunboat	1250	6	2200	Capt. de la Motte du Perault
Lion	French gunboat	470	—	—	Capt. Frost
Pascel	French cruiser	3988	14	8500	Captain Mory
Roloubtable	French cruiser	9437	8	6071	Captain Xeny
Styz	French cruiser	1500	—	—	Capt. Vincut
Surprise	French gunboat	629	2	900	Captain Mornet
Tauban	French cruiser	—	—	—	Captain Elondel
Vigilant	French gunboat	—	—	—	Comd'g Yilleueve
Vipere	French gunboat	400	4	441	—
Bussard	German gunboat	1600	8	2800	Comd'g von Basowitz
Fürst Bismarck	German flag ship	11,000	26	14,000	Captain Gm Choltik
Geier	German gunboat	1600	8	—	Commander Bauer
Heros	German cruiser	6030	20	10,000	—
Iliss	German cruiser	6030	20	10,000	Capt. von Usedom
Iliss	German gunboat	1000	10	1200	Lieut. Commander Sthamer
Jaguar	German gunboat	900	10	1200	Comd'g Banger
Kaiserin Augusta	German cruiser	6331	20	14,000	Captain Stein
Luchs	German gunboat	950	10	—	Comd'g Schunhardt
Schwabe	German gunboat	1120	8	1500	Comd'g Boerner
Seadler	German gunboat	1600	8	2810	Comd'g Schack
Tiger	German gunboat	900	10	1300	Comd'g von Mittelsadt
Vorwaerts	German gunboat	—	—	—	—
Elba	Italian cruiser	2732	12	6500	Captain Casella
Esmeralda	Italian cruiser	—	—	—	Captain Negri
Lombardia	Italian cruiser	2900	—	—	Captain John Boet
Marco Polo	Italian cruiser	4583	16	10,643	—
Vettor Pisani	Italian flag ship	6700	—	—	Captain Negri Carlo
Vesuvio	Italian cruiser	1600	14	—	Captain Zeni
Zaire	Portuguese gunboat	600	—	—	Captain Mello
Admiral Kornieff	Russian cruiser	5500	16	1000	Captain Jakov off
Admiral Nachimov	Russian cruiser	9000	—	—	Captain Vitvolsky
Albat	Russian gunboat	510	2	730	Captain Eliskiy
Bohr	Russian ship	950	2	1100	Captain Doloborsky
Dmitry Donasky	Russian cruiser	6000	16	9000	Capt. Vancrokhovskiy
Gaidamak	Russian gunboat	1400	2	2000	Capt. Serolsenokht
Gromoschky	Russian gunboat	620	9	9000	Capt. Mikolayevskiy
Gromoboy	Russian battleship	12,436	26	14,600	—
Krasnaya	Russian ship	1200	9	2160	Captain Sillman
Mandjour	Russian ship	1200	3	1400	Commander Muraviev
Narvin	Russian 2nd class battleship	10,040	4	—	Captain Bakmeszoff
Orlovsky	Russian gunboat	1400	2	2900	Captain Jensen
Petrovskoy	Russian battleship	12,130	—	—	Captain Grovis
Poltava	Russian battleship	11,000	—	—	Captain Orgeroff
Rosita	Russian cruiser	12,200	28	—	Captain Sopolrenipoff
Rachygnik	Russian cruiser	1232	10	—	—
Rurik	Russian flag ship	10,928	26	13,260	Capt. Havy
Sevastopol	Russian battleship	10,900	—	—	Capt. Malinsky
Slatch	Russian gunboat	950	2	1125	Captain Barancov
Sveti Voliky	Russian 2nd class battleship	10,000	14	8500	Captain Mollas
Sivochet	Russian gunboat	950	2	1120	Captain Soabatin
Vladimir Monomach	Russian armoured cruiser	6000	16	7000	Captain Prince Oachtomsky
Yedzka	Russian gunboat	500	11	2500	Capt. Bogatya
Zabijaka	Russian cruiser	1230	6	1184	Commander Shkruif
Amnapolis	U. S. gunboat	1000	10	1277	Commander Karl Rohrer
Brooklyn	U. S. flag ship	9215	32	18,765	Captain F. W. Dickens
Dof Juan de Austria	U. S. gunboat	1159	8	1110	Commander C. G. Bowman
Esch	U. S. gunboat	1800	—	—	Lieut.-Comdr. J. M. Helm
General Allen	U. S. gunboat	1392	8	1885	Capt. Malinsky
Helaas	U. S. gunboat	103	8	2200	Commander W. F. Halsey
Isla de Cuba	U. S. gunboat	1031	8	2200	Comdr. R. L. Ing



### Vessels Advertised as Loading

**Section.**

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

**Section.**

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to the Harbour's Office.
10. From Kellor's Island to North Point.
11. From North Point to the Harbour's Office.
12. From Harbour's Office to the Naval Yard.

Destination.	Vessel.	Agents.	Date of Leaving.
Apping, Swatow	Yuzuru Maru (s)	Mitsui Bussan Kaisha	Dec. 11.
Australian Ports	Katsume (s)	Butterfield & Swire	Nov. 30.
Australian Ports	Eastern (s)	Gibb, Livingston & Co.	Dec. 12, at 4 p.m.
Batavia, B. I., & Amoy	Shoping Maru (s)	Mitsui Bussan Kaisha	Dec. 4, at daylight
Bombay, Hongkong	Yuzuru Maru (s)	Hamburg-Arma Linie	Dec. 11, at noon
Kobe	Daikoku Maru (s)	P. & O. S. N. Co.	About Nov. 30.
Liverpool	Ilexion (s)	Butterfield & Swire	Dec. 15.
London	Machaon (s)	Butterfield & Swire	Dec. 3.
London	Achillea (s)	Butterfield & Swire	Dec. 10.
London	Glaucous (s)	Butterfield & Swire	Dec. 24
London, &c.	Japan (s)	P. & O. S. N. Co.	Nov. 30, at noon.
London, &c.	Ballaaburg (s)	P. & O. S. N. Co.	Dec. 7, at noon.
Manila	Zafiro (s)	Shewan, Tomes & Co.	Nov. 30, at noon
Marseilles, London, &c.	Ernest Simons (s)	Messageries Maritimes	Dec. 2.
Marseilles, London, &c.	Hitchai Maru (s)	Nippon Yusen Kaisha	Dec. 13, daylight.
Moji, Kobe, & Ym.	Kagoshima Maru (s)	Nippon Yusen Kaisha	Dec. 8, at noon.
Myattha, Hongkong	Japan (s)	P. & O. S. N. Co.	Dec. 17.
New York, San Francisco	Kurdistan (s)	Dodwell & Co. Limited	About Dec. 5.
San Diego, & San Fco.	Rvarien (s)	Butterfield & Swire	About Dec. 1.
S. Francisco, & Japan	Thynn (s)	Butterfield & Swire	About Dec. 15.
Seattle, via Japan	Kaga Maru (s)	Nippon Yusen Kaisha	Dec. 2, at 4 p.m.
Shanghai	Java (s)	P. & O. S. N. Co.	About Dec. 3.
Shanghai	P. hampus (s)	Butterfield & Swire	About Dec. 3.
Shanghai	Valletta (s)	P. & O. S. N. Co.	About Dec. 7.
Shanghai & Chingking	Elita Nossek	East Asiatic T. Co., Ltd.	Dec. 2, at 4 p.m.
S'tai, N'gi, K'boe Ym.	Yarra (s)	Messageries Maritimes	Dec. 2.
S'pore, Penang, & C'ta	Catherine Apar (s)	D. Sinoson, Sons & Co.	Dec. 3, at 3 p.m.
S'tow, Amoy & F'chow	Edison (s)	Douglas Laprak & Co.	Dec. 1, at daylight
Swatow, Amoy & F'chow	Edison (s)	Douglas Laprak & Co.	Dec. 1, at daylight
Vancouver (B.C.), &c.	Empress of Japan (s)	Canadian P'fic R. Co.	Dec. 18.
Vancouver (B.C.), &c.	Athenian (s)	Canadian P'fic R. Co.	Dec. 4.

NOVEMBER 29, 1901

[illegible]

100-443899

Kingdom, the Continent of Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Bussrah, Bombay, Madras, the Austro-Indian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

Circulars at 8 a.m.

Printed Matter and Samples at 9 a.m.

Registration at 10 a.m.

(Registration, with late fee of 10 cents up to 10.40 a.m.)

Letters at 11 a.m.

Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents.

**REGISTRATION.**—Correspondence can be registered for all *France ship* mails up to a quarter-of-an-hour before the time of closing.

**New Year Mail.**—Letters, etc., for the United Kingdom posted on the 2nd of December, in *Packet* or *Registered* form, are due in London on the New Year Day.

The attention of the public is drawn to the following regulations as to the manner of posting Christmas Cards when sent by Book Post. The packet must be open at the ends and the contents visible on each side, and be easily visible. Packets which are *wrapped* or forwarded in close covers with the corners cut off or with notched ends are returned to the sender. Packets may be tied with string to protect the contents, but in such way that the

## Dr. Minimum overnight 64

Allowance, Tuels, .....	net /2
Last Year, .....	950
Allowance Tuels, .....	net /2
Old Matins credit, .....	860
Allowance, Tuels, .....	net /3
Persian, Oily, cash, .....	100
Allowance, Tuels, .....	100
Persian, Paper tied long, .....	820
Allowance, Tuels, .....	100

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**THE BEST REMEDY FOR  
DIARRHOEA.**

SOME years ago, while at Martinique, N. W. Va., I was taken with cholera morbus, which was followed by diarrhoea. The doctor's medicine did me no good; was advised to get a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy which I did, and it cured me soundly.—G. A. M. M.D., Lubecville, N. U.S.A. Sold by H. D. Brown, Warren & Co., Ltd., General Agents.

Maximum	87
Minimum overnight	64

Allowance, Tuels, .....	net /2
Last Year, .....	950
Allowance Tuels, .....	net /2
Old Matins credit, .....	860
Allowance, Tuels, .....	net /3
Persian, Oily, cash, .....	100
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well.—G. A. M. M.D., Lubecville, N.  
U.S.A. Sold by H. D. Brown, Warren  
& Co., Ltd., General Agents.